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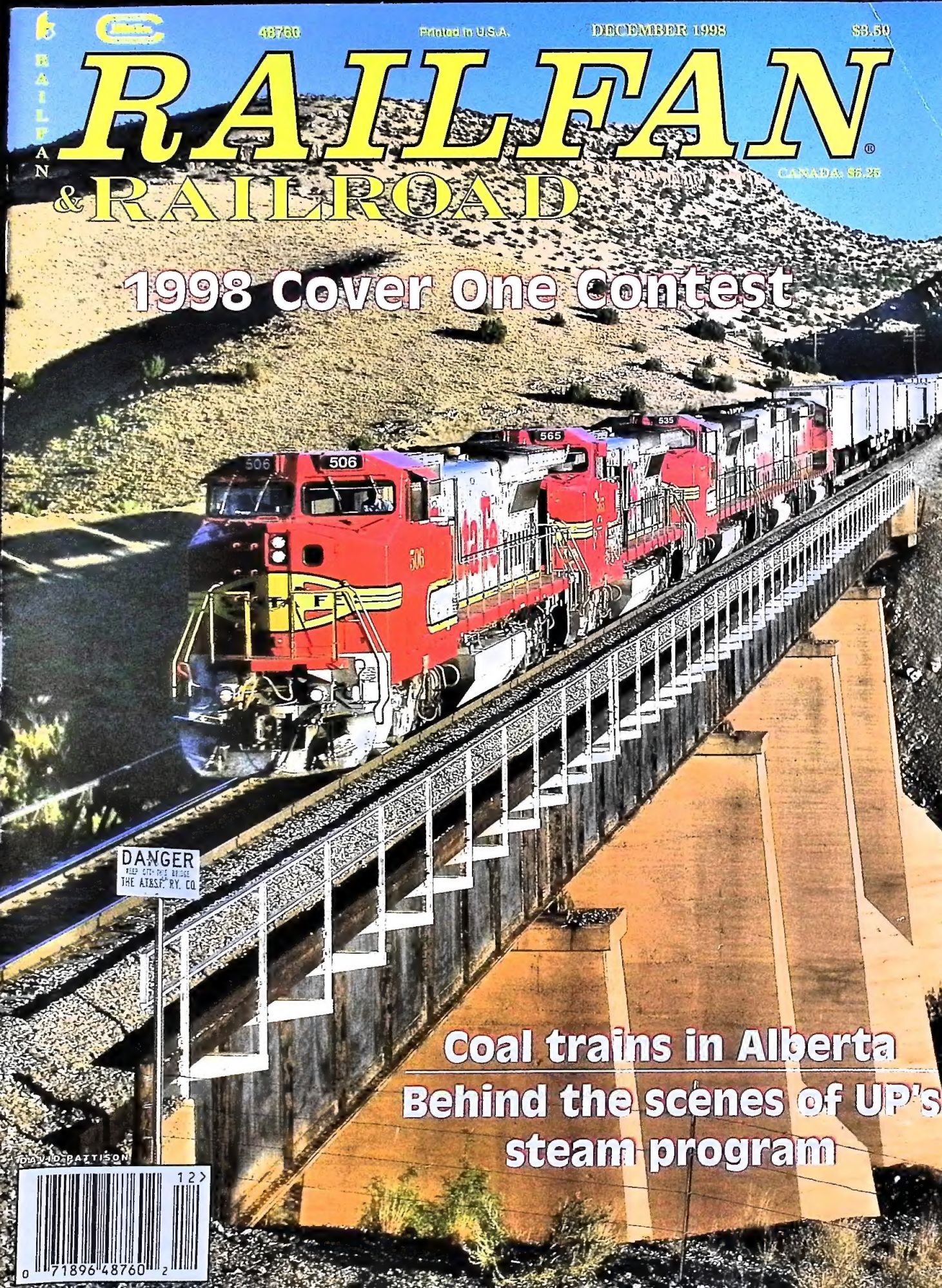

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on the cover

The bold imagery of Santa Fe Dash 8-40BW 506 crossing Bridge One in Abo Canyon captured the 1998 Cover One Contest. For more proze-winning photos from this year's contest, see page 62. Photo by David Pattison.

From the Publisher's Desk: Memories of Trolleys

My mother would occasionally visit an old friend and I would be dragged along. I sometimes sat on the swing in the rear yard and soon became aware of the big maroon trolleys with large, painted signs reading *Englewood* that rolled by every so often on the private right-of-way. It was the numbers on each car that caught my interest. One that seemed to pass frequently was *3535* and another was *3532*. Very rarely I'd spot one in the *5200*s that lacked a passenger body but had a small cab on each end, painted a dark green. These cars carried rails, spikes, ties and other hardware.

On trips to New York City we'd walk to the Hudson River line car-stop and grab one of those big maroon *3500*s to the wooden ferry terminal in Edgewater, which meant negotiating the steep grade down the New Jersey Palisades. On our journey we'd pass the old brick car barn. Here there were more maroon cars and a variety of green work cars including plows, sweepers and some former passenger cars.

The ferries that the maroon cars carried us to had names such as *Hackensack*, *Englewood* and *Paterson* and carried the same Public Service logo as the trolleys, a circle with a triangle inside. Once in New York, a short walk got us to the 125th Street station of the Interborough Rapid Transit (IRT) subway line to Times Square. The Square was loaded with more trolleys, these without poles and overhead wire (they used underground conduits downtown). The cars I remember were red and cream with numbers in the *800*s, *900*s, *1000*s. Interestingly, in summertime the trolleys had their sides removed to improve ventilation. A short ride on the 42nd Street Crosstown line would take us to the 42nd Street ferry to Weehawken, New Jersey. This was operated by the New York Central Railroad and was the location where we could get a Public Service trolley back home. These cars were much like the *3500*s but were usually numbered in the *3200*s and were painted yellow and cream. I soon discovered that steam engines and diesels had numbers, too. I didn't realize it at that moment but I'd become hooked on trains.

Correction

Truman used to say, "The buck stops here." I won't even blame my computer. Our listing of Chicago depots last month had some trains going in and out of incorrect depots. Here's the correct listing taken from the *Official Railway Guide* of June 1939.

Dearborn Station: Santa Fe; Chicago & Eastern Illinois; Chicago & Western Indiana;, Chicago, Indianapolis & Louisville (Monon); Erie; Grand Trunk; Wabash.

Grand Central Station: Baltimore & Ohio; Baltimore & Chicago Terminal; Chicago Great Western; Pere Marquette; Soo Line; Michigan Central.

Union Station: Alton; Pennsylvania; Burlington; Chicago, Milwaukee, St Paul & Pacific.

Central Station: Chicago, South Shore & South Bend; Cleveland, Cincinnati, Chicago & St. Louis (NYC Big Four); Illinois Central System.

LaSalle Street Station: New York Central; Michigan Central (NYC); New York, Chicago & St Louis (NKP).

C&NW Passenger Terminal:Chicago & North Western

Chicago, North Shore & Milwaukee Station (Elevated): Chicago, North Shore & Milwaukee; Chicago Rapid Transit.

Parmelee limousine service connected passengers to the various Chicago rail terminals. Through cars from other lines also served Chicago, as for example, Lackawanna coaches and sleepers from Hoboken on the Nickel Plate (NYC&StL).

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Spirit, Perseverance & Success

How the crew of SP&S 700 overcame adversity

by Martin E. Hansen

***SPOKANE, PORTLAND & SEATTLE 4-8-4 700** was charging up Cornelius Pass at Fleming on September 6, 1998, crossing a new steel bridge built by the Portland & Western to replace a wooden trestle destroyed by fire in 1992. Earlier that day the big Northern was running at speed on the P&W's former SP&S Astoria Line with revenue freight at Holbrook, Oregon.*

One of the '90s success stories of main line steam restoration and operation is Spokane, Portland & Seattle 700. Retired in May 1956 and donated two years later to the City of Portland, Oregon, the 1938 Baldwin languished outside in Oaks Park in the wet Oregon climate adjacent to Southern Pacific 4449 and Union Pacific 3202. Nearly 30 years after being put on display, the 700 was removed from the park and taken to Portland's SP Brooklyn roundhouse to be rebuilt. After a few spectacular runs in the late 1980s, the big 4-8-4 only ventured out over the next decade for short trips.

With the UP/SP merger in 1996, a further impediment faced SP&S 700 (and stablemate SP 4449 for that matter) in that the yard around the Brooklyn roundhouse came under the control of UP who is very unfriendly to "foreign" steam power movements. This lack of easy access to track for test run purposes made the task of maintaining the big 4-8-4 even harder. Despite these obstacles the volunteers of the SP&S 700 crew continued to perform repairs and ready their huge engine for future operations.

Finally the chance for some serious running came in the late summer when Willamette & Pacific President Bob Melbo and Operations Vice President Bruce Carswell offered to let the 700 stretch its legs on the Astoria Line of W&P subsidiary Portland & Western. Being railfans at heart, Melbo and Carswell knew this would give the 700's crew the chance to get some serious experience running the engine over steep grades and pulling heavy freight and passenger consists. In turn the P&W could use the 700 to showcase the newly re-opened Cornelius Pass line. This Former SP&S line had been purchased from the BNSF a few years ago after it had been mothballed due to a trestle fire a few miles south of its connection with the Astoria Line at United Junction. In early August 1998 P&W had complete the construction of a new $2.3 million steel bridge replacing the burned out trestle.

As originally planned, the 700 was to pull two excursion trains a day over the weekend of August 23-24, 1998, out of Lintton, Oregon, over both the former SP&S Astoria Line (the "A-Line") and then over the newly-rebuilt Cornelius Pass line. After those runs the 700 was slated to run in following weeks over to Hillboro and Tualatin, Oregon, to help celebrate the opening of Portland's new West Side light rail line.

The morning of the first excursion trips dawned with beautiful sunny weather to a sold-out crowd. Unfortunately, luck was not shining as bright on the 700 and her crew that morning. Less than four miles out of Lintton the 700 suffered a failure of the valve piston ring on the engineer's side. This caused the valve piston to heat and finally seize causing the most serious damage — a bent valve eccentric rod. This mechanical problem would have been common in the era of steam power and would have been easily caught during the break-in test runs that were

Two Photos: Martin E. Hansen

routine after major overhauls. Unfortunately for the crew of the 700, the Northern did not have ready access to track for such test runs prior to the first excursion.

With her valve piston seized and eccentric rod seriously bent, the 700 was done for the weekend even before it began. One of P&W's GP38s was assigned to complete the passenger runs for the disappointed crowds. Work quickly spread through the railfan rumor network that the 700 would be down for months and all the remaining outings in September would have to be canceled. I must confess to having believed it impossible that 700 could be repaired sufficiently to complete any of her runs, since the replacement eccentric rod could not simply be retrieved from the back room or ordered from Baldwin as would have been done in the steam era.

Imagine my surprise when I got a call less than two weeks later from W&P engineer George Lavacot, stating that the 700 would be ready to pull some freight trains on the A-Line over Labor Day weekend. The machinists on the 700 crew had worked literally around the clock milling an entirely new eccentric rod out of a huge piece of steel bar stock. The valve ring problem had been corrected and the rod fabrication was nearly completed. The Northern had to be towed to Vancouver, Washington, the prior weekend to make her appointment at the BNSF employees picnic, an event the 700 crew decided they could not miss, but they vowed that it would be the last time they would suffer the disappointment of seeing their engine towed to a scheduled event.

Our plan was to spend Sunday September 6th (my 23rd wedding anniversary) pulling all the freight and passenger cars that could be found between Lintton and St. Helens, Oregon. If the 700 worked as hoped, another train would be taken up over the grueling 2.3% grades of Cornelius Pass. After making peace with my very understanding wife I headed to Portland to see if the 700 crew had really pulled off this substantial repair in such short time.

Arriving in Lintton in the early morning hours I saw billowing plume of white steam against the early morning sky along the Columbia River just outside the small town of Lintton. Upon inspecting the 700 I found the new eccentric rod in place ready for the first test runwhich would be made hauling five baggage cars and nearly 30 loaded freight cars.

At nearly 9:30 a.m. engineer Greg Kamholz was given orders from road pilot Carswell that the 700 was clear to proceed at speed to St. Helens. With two short blasts of the whistle engineer Kamholz opened the throttle and the 60-year-old Northern pulled out of the yard in prompt fashion and quickly attained track speed of 25 miles an hour. Several stops were made along the way to give the crew a chance to check over the results of their tireless repair efforts. All was found well with the valve and new eccentric rod.

After the freight was dropped as planned at St. Helens the Northern returned with her baggage cars and Carswell's GN caboose to Lintton. Even though daylight would be fading soon and this had been a long day already it was decided that a run up Cornelius Pass to Bowers Junction would be made to give a ride to a few rail enthusiasts that had heard the 700 was making a run and had gathered at Lintton. The big 4-8-4 climbed the pass with ease, again with no hint of mechanical trouble.

The train was not back in Lintton until after dark after the trip up the pass. On board for the trip was the crew from Dave Goodheart Video who had come out to make a tape to help the crew raise some much needed funds to keep the 4-8-4 in operation. When it was decided that more footage would be needed for a tape, the crew quickly agreed to take a mixed consist the next day back up Cornelius Pass to give the engine an additional chance to work and allow the video crew more chances for shots. Even though I had promised my wife to return home that night to salvage part of our anniversary, I agreed to choreograph the run-bys for the next days runs since I have put on a number of photo freights over the years .

On Monday the 7th we spent the entire day working the 700 hard up and down the pass much to the delight of the few of us along for the ride. No one was more pleased than the group of volunteers of the 700's crew that could be proud of the success of their herculean effort to repair the big engine in such short order. They now could safely complete the balance of the excursions planned through the rest of the month confident they had again done the nearly impossible — maintain and operate a main line steam locomotive in the 1990s.

Above: Martin E, Hansen / Below: Jim Fitzgerald

***IT WAS LOOKING GRIM** for SP&S 700 as the crew checked a badly bent eccentric rod caused by a failed valve piston ring on August 23, 1998 (below), only four miles into a weekend's worth of trips. Only two weeks later the 700 was proudly approaching Tunnel No.1 on Cornelius Pass under a magnificent plume on September 7th (above).*

"NEW JERSEY RAIL LEGACY"

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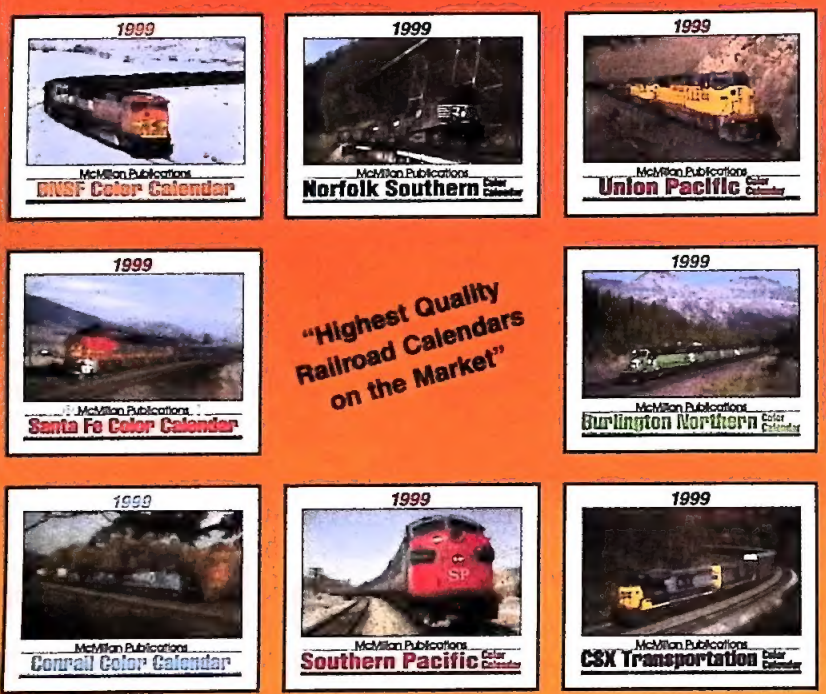

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RAILFAN EVENTS

SPENCER, NORTH CAROLINA, through December 31. North Carolina Railroad Station Exhibit at the N.C. Transportation Museum at Historic Spencer Shops. Photographs depict the history, adaptability and modern uses of stations. Admission is free. For more information call 704/636-2889.

MONTICELLO RAILWAY MUSEUM, Box 401, Monticello, IL 61856 (217/762-9011) will hold the following special events:
October 30-31, Ghost Train and haunted car.
November 7-8, Throttle Time (learn to operate a locomotive; reservations required).

BALTIMORE, OHIO, October 31-November 1. The B&O Railroad Museum becomes the *Transylvania Train Station* with trick or treating, costumed characters and a haunted train ride. Also at the museum through December 31 is Thomas the Tank Engine's Toyland gift shop. Information from the B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD 21223-2699; 410/752-2388.

KINGSPORT, TENNESSEE, October 31-November 1. Clinchfield Autum Leaf Specials through the Appalachian Mountains. Saturday trip through Nolichucky Gorge to North Cove, North Carolina; Sunday trip through the Breaks Interstate Park to Elkhorn City, Kentucky. First class service available. For information contact Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605-0432; 423/753-5797.

HOBOKEN, NEW JERSEY, October 31 and November 1. Steam-powered trips to Port Jervis, N.Y., behind Chesapeake & Ohio 614. Adult fares $75, children $50.Tickets and information from Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833; 908/236-2200; *www.chessie614.com.* Visa/MC accepted.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following *Dixie Land Specials* departing from Chattanooga into northwest Georgia via Chattooga & Chickamauga Railway's ex-Central of Georgia main line powered by RDC's, 2-8-0 610 or GP7L 1829. Ticket prices are for coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.
October 31 and November 7, to Trion,$62, 610.
December 12-13 and 19-20, to Chickamauga's Gordon Lee mansion; trips depart 3:30pm, include dinner; $56, diesel.

WISCONSIN & SOUTHERN RAILROAD will be running the following special trips in Wisconsin using E9A locomotives and streamlined passenger cars. Some trips will offer first class accommodations. For more information contact Wisconsin & Southern Railroad, Passenger Department RF, 5300 North 33rd Street, Milwaukee, WI 53209-9229.

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Join professional photographer Phil Ross as he takes his cameras the length and breadth of China. From Tangshan through Shenyang Changchun and Jilin to Harbin and Nancha and the industrial center of Lanzhou and Bautou. Phil's camera captures the excitement and spectacle of regular operations in below zero conditions in the last country on earth where steam trains are still manufactured. You'll see the QJ, JS, RM, SI, and JF classes on the main trunk lines in the North and West. Also witness rare gems including YJ 2-6-2's, SY 2-8-2's, GJ 0-6-0T's and ET 0-8-0T's, and ET 0-8-0T's. This is a veritable Mecca for steam nuts!...**1 hour 18 min...order Tape # 53160...$34.95**

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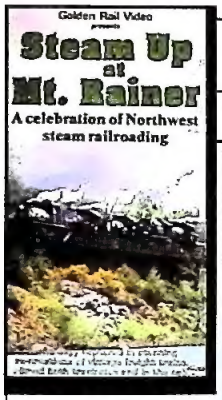

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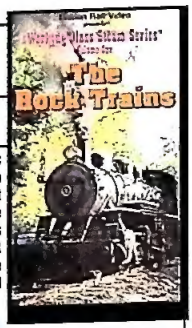

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NEW **"The Trains of Horseshoe Curve"**
What railfan has not heard of Conrail's Horseshoe Curve, six miles west of Altoona, PA. This video shows trains at Altoona, the top of the Hill, the Curve itself, and then all the trains that run around the Curve for 24 hours on the more accessible West Slope west of Cresson. Six or more helper sets are in use at once. All scenes were shot in July 1998, in CR's last months as an independent railroad. **Two tape set. 3 hrs., 25 min.** $41.95

"Conrail and GTW at South Bend, IN"
At South Bend, IN, Conrail's Chicago Line crosses the Grand Trunk Western main line. CR's Chicago Line is its busiest. The semi-autonomous GTW is slowly becoming part of the CN. This tape shows 100 trains - all of the incredible action for 24 hrs. at South Bend in May 1997. **Two tape set. 3 hrs., 45 min.** $45.95.

"Conrail's Harrisburg Line"
CRs Harrisburg Line between Harrisburg and Reading is CR's busiest line in the East with 55 trains on peak days and is part of their high clearance route for stack trains across PA. This tape shows 24 hours of action on this line around Myerstown, PA, midway between Reading and Harrisburg, in August of 1996. 94 minutes. $29.95.

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NEW **"24 Hours at Gibbon Junction"**
Gibbon, Nebraska, 175 miles west of Omaha on the transcontinental UP main line, is one of the World's great rail junctions. More tonnage passes through Gibbon than any rail junction in the world. Gibbon averages nearly 120 trains in 24 hours. This video shows 24 hours of action around Gibbon in May of 1996, at a time when the UP's operations through there were near gridlock, and many trains were sitting in sidings or on the third track waiting to be recrewed. **Two tape set. Four Hours.** $45.95.

NEW **"BNSF Around Lincoln, Nebraska"**
With over 70 freights in 24 hours, Lincoln is one of BNSF's busiest terminals. This video shows action in March of 1998 at both ends of Lincoln's Hobson Yard, daylight action on the Kansas City line centered around Firth Hill, and then nearly 24 hours of action on the Chicago line east of Lincoln. **184 minutes.** $33.95

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NEW **"Conrail's Spectacular River Line"**
With high bridges, tunnels, miles of river running, and scenic overlooks, Conrail's River Line along the Hudson between northern New Jersey and Selkirk is arguably the most scenic rail line in the East. And the number of trains has tripled in the past 30 years. This video shows many of the scenic highlights and then all the trains for 24 hrs. in August 1998. 103 min. $27.95.

24 Hours at Berea - Crossroads of Conrail
Berea, OH, 12 miles west of Cleveland, is the center of Conrail's so-called system X, and is where Conrail's mainlines between Chicago and Philadelphia, and New York to St. Louis cross at grade. With up to 80 trains in 24 hours, this well known railfan hotspot is the busiest single point on Conrail. The variety of motive power and train types through Berea is breathtaking. This video shows over 24 hours of action at Berea in May of 1998, in Conrail's last year of existence. **Two tape set, 4 hrs., 10 min.** $45.95.

NEW **"Conrail in the Berkshires"**
This tape shows the current trains and operations on the first mountain railroad in the World, Conrail's former Boston and Albany line, at peak fall foliage in Oct. 1997. We caught a day and a half of Conrail action on the steep grades between Chester and Pittsfield in western MA., including plenty of SD80MACs. 89 min. $27.97

NEW **"Thunder on the Gallup Sub"**
For fans who like to see the high cars rolling at speed, there is no better place than along the former AT&SF main line in northern New Mexico. This video shows 24 hours of action on the Gallup sub between Belen and Gallup in April of 1998. BNSF's incredible fleet of hotshots led by warbonnets and Heritage units charges uphill and downhill across the Continental Divide. 106 minutes. $29.95.

NEW **"Midwest Regionals 1997"**
This videotape shows the trains and operations on five regional railroads in the Midwest in the fall of 1997. It gives a fast look at the CC&P which was recently reacquired by the IC, and a 1st look at the five month old I&M Rail Link. We also caught quite a few trains on the other three Midwest regionals - the TP&W, Iowa Interstate, and Dakota, Minnesota, and Eastern. **132 min.** $31.95

NEW **"CSX North Florida Funnel"**
All CSX and Amtrak trains from the Midwest and Northeast, up to 55 trains on peak days, take the funnel between Folkston, GA and Callahan, FL to reach Florida. This video shows 24 hrs. of action in the fall of 1997 on CSX's North Florida Funnel. 103 min. $29.95

Big "E" has 88 videos out covering contemporary railroad operations in the U.S. and Canada. Write or call for details.

November 7 and 21, *Badger Limited* runs three trips per day from Milton Junction to Madison for University of Wisconsin football games.

November 28-29, Santa Train will depart Middleton for Madison and Cross Plains, with one trip each day to Mazomaine.

THE 20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; *www.20thcentury.org*) will sponsor the following trips from Chicago. Contact the club for more details and prices.

November 7, Flossmoor Station Brewery via Metra.

December 26-January 1, Baltimore via *Capitol Limited.*

RINGOES, NEW JERSEY, November 11. Excursion over entire Black River & Western Railroad from Lambertville to Three Bridges, N.J. Trip departs Ringoes 10am. Tickets $25 from West Jersey Chapter NRHS, 2237 38th Street, Pennsauken, NJ 08103. Information phone 609/663-1086.

PHILADELPHIA, PENNSYLVANIA, November 22. *Turkey Trot Trolley Trip II* sponsored by Wilmington Chapter NRHS covering portions of streetcar routes 15 & 23 using a PCC car. Numerous photo stops. Trip departs Elmwood Depot 10am. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-6pm).

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256) is holding the following events. Admission is $5 adults, $4 seniors and $3 children. Contact the museum for more details.

November 26-28, December 4-5 and 11-12, Santa Trolley.

December 18-19 and 26-31, Trolleys and Toy Trains.

RINGOES, NEW JERSEY, November 27-29, December 5-6 and 12-13. Santa Express on the Black River & Western Railroad. Fare $8 adults, $4 kids 3-12. For information contact the BR&W at P.O. Box 200, Ringoes, NJ 08551; 908/782-9600.

THE HOBO and WINNIPESAUKEE SCENIC RAILROADS, P.O. Box 9, Lincoln, NH 03251 (603/745-2135) is holding the following special events. Fares (adult/children) are as noted below. Most trips require reservations.

November 27-28, Santa Trains from Lincoln; $8/$8.

December 5,12 and 19, Christmas Dinner Trains from Tilton to Laconia; $22/$16.

December 5-6, 12-13 and 19-20, Santa Trains from Tilton and Laconia; $8/$8.

December 26-30, Family Holiday Trains from Lincoln; $8/$5.50.

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DURANGO, COLORADO, December 5. Mixed train on the Durango & Silverton Narrow Gauge Railroad with locomotive and all equipment authentically lettered Rio Grande sponsored by Rocky Mountain Railroad Club. Multiple photo runbys. For more information contact RMRRC, Trip Committee, P.O. Box 2391, Denver, CO 80201.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (248/541-1000) is hosting the following excursions from the Detroit area. Write or call for a brochure.

December 5 and 12, Christmas Lights, all day excursion includes narrow gauge steam train ride, shopping, more, trip departs Dearborn on Dec. 5 and Royal Oak on Dec. 12; $64 adults, $54 children 12 and under.

February 6-8 and 13-15, Snow Train on the Algoma Central; all-inclusive excursion $325 double occupancy*; depart Dearborn or Royal Oak.

WHIPPANY, NEW JERSEY, December 5-6 and 12-13. Santa Claus Specials at the Whippany Railway Museum. Trains depart hourly from noon-4pm for a 10-mile round trip. Tickets $7 adults, children under 12 $4, babes-in-arms free; reservations strongly recommended. Tickets/information from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

STRASBURG, PENNSYLVANIA, December 12. Home for the Holidays at the Railroad Museum of Pennsylvania. Meet engineers, ticket agents and passengers from the 1850s to the 1950s. Admission $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family $16. For information contact the Railroad Museum of Pennsylvania, P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net).*

BOSTON, MASSACHUSETTS, December 12. *34th Street Express* from South Station to New York City via Amtrak. Optional side trips include Radio City Music Hall, South Street Seaport and the U.S.S. Intrepid Museum. Fares for train only are $65 adults, $50 kids 5-15, kids on lap free. For complete details contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009 or 617/361-4445.

NASHVILLE, TENNESSEE, December 12-13. *Trains of Christmas* at the Tennessee Central Railway Museum with operating layouts, locomotive and rolling stock tours, historical displays, Santa in the caboose, more. Hours are Saturday 9am-4pm, Sunday 1pm-4pm. Admission $4, kids under 12 $1. Information from Tennessee Central Railway Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/781-0262.

PHILADELPHIA, PENNSYLVANIA, January 30. *Super Saturday Streetcar Special VI* sponsored by Wilmington Chapter NRHS covering portions of streetcar route 23 and more using a PCC

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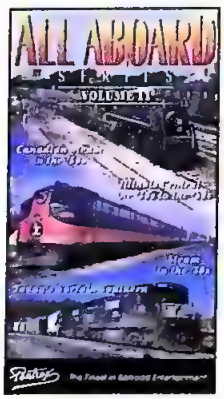

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Canadian Steam, Illinois Central - the '50s to the '80s, Steam in the '50s, and Today's Norfolk Southern

Here are the sights and sounds of mainline steam on the B&O, CN, CP, C&O, C&IM, Erie, GT, IC, Milwaukee Road, NYC, N&W, Northern Alberta, and Rock Island. Featured locomotives include Berkshires, Mikados, Hudsons, Mountains, and Northerns, plus doubleheaded Y6b Mallets struggling upgrade with heavy coal trains, assisted by rear helpers!

The action continues with steam and diesel power on the Illinois Central's freight and passenger trains. IC's beautiful E-units are seen hauling the *City of Miami's* last run and the classic *City of New Orleans*. Then get a present-day look at Norfolk Southern motive power from vintage SD9s to shiny new Dash 9s and SD70s, including models unique to NS such as GP59 and Dash 8-32B. A steam excursion with former Atlanta & West Point engine 290, and a Triple Crown RoadRailer train add to the excitement! Color, stereo.

Approximately Two Hours #ABS2 $19.95

Volume III

Colorado Steam, East Broad Top, Rails Chicago, and Amtrak's California Zephyr

Enjoy dramatic scenes of narrow gauge steam at the Colorado Railroad Museum, Cumbres & Toltec Scenic, Durango & Silverton Narrow Gauge, and Georgetown Loop Railroads. Then journey back to 1953 when the East Broad Top was still hauling coal in Pennsylvania. The EBT's conversion to a tourist road in 1960 is documented, along with its Winter Railfan Days.

A visit to Chicago in 1986-87, when freight trains still had cabooses, covers most of the Windy City's freight haulers. See electric and diesel commuter operations, highlighted by Burlington Northern's E-units. Next, experience Amtrak's *California Zephyr* from Chicago to the West Coast, and get the "inside story" of the train's operation. Explore cities and railroad museums along the way, and enjoy historical footage of the pre-Amtrak *Zephyr* of the 1950s. Color, stereo.

Approximately Two Hours #ABS3 $19.95

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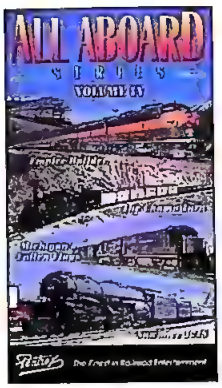

Volume IV

Empire Builder, The Chama Turn, Michigan's Fallen Flags, and Suwanee 1218

Climb aboard Amtrak's *Empire Builder* from Chicago to Seattle. You'll see vintage footage of Great Northern's *Builder* pulled by green and orange F-units, along with GN freights pulled by boxcab electrics. Next, visit Colorado and thrill to the sights and sounds of steam-powered narrow gauge freights in the mid-1960s, just before service was abandoned forever.

The scene shifts to Michigan in 1967 for a program filled with freight trains of the NYC, PRR, N&W, C&O, DT&I and more. Early diesels abound – there's even a matched set of Alco C430s in demonstrator colors! Steam buffs will enjoy Norfolk & Western 2-6-6-4 Class A engine 1218, which was restored to service in 1987, pulling the *Suwanee Steam Special* excursion in Georgia and Florida. Color, stereo.

Approximately Two Hours #ABS4 $19.95

Volume V

1965 San Juan Passenger Special, Steel City Rails, Rock Island - the '50s to the '70s, Shortlines and Steam

See great vintage footage of a 1965 narrow gauge steam excursion from Alamosa to Durango, Colorado. Included is the now-abandoned trackage between Durango and Chama, New Mexico. A visit to Pittsburgh, Pennsylvania in the 1980s delivers plenty of freight action, Amtrak, and the PATrain commuter service that was discontinued in 1989. Motive power ranges from F-units and SD9s to SD40s.

A full half hour is dedicated to the legendary Rock Island Railroad. The *Golden State, Imperial,* and *Rocky Mountain Rocket* are among the many passenger trains, and there's freight action too! Rare diesels such as the F2 and DL109 make appearances, along with FTs, E7s, E8s, GP7s, U28Bs, and Alco FAs. The final segment covers the Goderich-Exeter Railway in Canada, several Pinsly shortlines in Florida, the Allegheny Railroad in Pennsylvania, and steam fantrips of 1968 and 1970! Color, stereo.

Approximately Two Hours #ABS5 $19.95

Note: All Aboard Series is not available from Pentrex outside North America.

Volume VI

Today's Union Pacific; Detroit, Toledo & Ironton; Private Varnish; and Narrow Gauge Mikados

Visit Wyoming's Powder River Basin and Union Pacific's Overland Route across Wyoming and Utah. Modern motive power is featured, pulling coal, manifest, and intermodal trains. A full half hour is devoted to fallen flag DT&I. Extremely rare steam footage from 1922 is followed by coverage of the railroad's diesel era, from GP7s in 1963 through SD40s and the railroad's merger into Grand Trunk Western in 1980.

A 1994 convention of privately-owned passenger cars provides a unique opportunity to see inside some of these luxurious mansions on wheels. You'll hear from car owners and then pace by helicopter as a special train of 18 private cars cruises alongside the Mississippi River. Narrow gauge steam fans will be thrilled by visits to Michigan's Huckleberry Railroad and Colorado's Durango & Silverton Narrow Gauge and Cumbres & Toltec Scenic Railroads. Former Rio Grande narrow gauge steam is the featured attraction! Color and black & white, stereo.

Approximately Two Hours #ABS6 $19.95

Volume VII

Florida East Coast Railroad, Rockets and Rails, Early Diesels of St. Louis, and Railroads of Atlanta

Head south to view the operations of the Florida East Coast Railroad. FEC employs GP9s, GP38s, and GP40-2s, as well as run-through power from Norfolk Southern. Then visit the 40-mile Kennedy Space Center railroad at Cape Canaveral, Florida. NASA SW1500s and specially-modified flatcars move rocket motors over this little-known trackage that's largely off-limits to the public.

Photographer Jerry Carson captured vintage diesels working in and around St. Louis, Missouri in the 1960s and early '70s. Nickel Plate PAs, GM&O E7s, Norfolk & Western GP9s, Alton & Southern RS2s, brand new Frisco SD45s and many other models are seen at work. Next it's on to Atlanta, Georgia for a look at the city's railroads from their beginnings to modern times. Highlights include scenes of early passenger stations and E-units at the head of Southern Railway and Seaboard Coast Line passenger trains! Color, stereo.

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car. Numerous photo stops. Trip departs Germantown Depot 10am. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-6pm).

BOSTON, MASSACHUSETTS, February 12-21. *Great American Snowtrain* covering over 5000 miles via Amtrak. Travel to Isaac Walton Inn in Montana, Mall of America in Minnesota, more. Accomodations, transfers, lodging and all meals are included, fares start at $950 per person coach class (double occupancy). Information from Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009 or 617/361-4445.

WEST CHESTER, PENNSYLVANIA, March 20. Photographers' Special over the West Chester Railroad featuring Alco power. Numerous photo stops, after-dinner night photo session. Trip departs West Chester 12:30pm. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-6pm).

INTERNATIONAL TOURS

TEFS RAILWAY TOURS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring a steam tour to Myanmar, **December 26-January 10,** with main line steam charters and scheduled branch line trains. Send a SSAE for details.

S&S TOURS (865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685; www.ss-tours.com) is sponsoring five trips through Mexico's Copper Canyon. Dates are **February 16-23, March 19-26, July 6-13, September 21-28** and **November 16-24.** Prices start at $1495. The February trip features railroad history with a visit to an operations yard, retired steam at a sugar plantation and a ride to Chihuahua City on the *Chihuahua al Pacifico.* Contact S&S for complete details.

RAILROADIANA MEETS

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
November 7-8, Edison, N.J., Convention & Expo Center.
November 14-15, Monroeville, Pa., Pittsburgh ExpoMart.
November 21-22, Wilmingtong, Mass., Shriners Auditorium.
November 21-22, Novi, Mich., Expo Center.
November 28-29, Cleveland, Ohio, Convention Center.
November 28-29, Danbury, Conn., Western Connecticut State University.
December 5-6, Timonium, Md., State Fair Grounds.
December 5-6, San Mateo, Calif., County Expo Center.
December 12-13, Fort Washington, Pa., Expo Center.

ORLANDO, FLORIDA, November 7. Central Florida Chapter NRHS Railroadiana, Model & Toy Train Show & Sale at Loch Haven Neighborhood Center, 610 North Lake Formosa Drive, 10am-2pm. Admission $2, kids under 12 free. Information: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

FORT WORTH, TEXAS, November 7-8. Holiday Train Show sponsored by North Texas Council of Railroad Clubs at Will Rogers Memorial Center, No.1 Amon Carter Square, 10am-5pm. Admission $5, kids under 12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm CST).

NORTH HAVEN, CONNECTICUT, November 13-14. [illegible] Haven Railroad Historical & Technical Association Train Show at the Holiday Inn, Route 5, Exit 12 off I-91, Friday 7pm-?, Saturday 9am-3:30pm. Admission $3, family $5. Information: John Kasey, 252 Nichols Avenue, Stratford, CT 06614-4927; 203/378-0373 (6pm-10pm).

LIMA, OHIO, November 14. 14th Annual Fall Model Railroad Show & Flea Market sponsored by Ada Model Railroad Association at the Lima/Allen County Civic & Convention Center in the Public Square, 10am-4pm. Admission $3, kids undewr 12 free with adult. Information: Clarence Shulaw, 1419 Wendell, Lima, OH 45805; 419/228-8825.

WESTPORT, MASSACHUSETTS, November 15. Rail-A-Rama XXVII at White's Hospitality Center, 66 State Road, 10am-4pm. Information: Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

TRAIN MASTER OF CLEVELAND (9695 Chillicothe Road, Kirtland, OH 44094; 440/937-9200) will have the following shows. Admission is $4.
November 15, Parma, Ohio, Senior High School, 10am-3pm.
November 29, Boston Heights, Ohio, Hudson Holiday Inn, 10am-3pm.
December 6, Mentor, Ohio, High School, 10am-3pm.
December 19-20, Parma Heights, Ohio, Valley Forge High School, Saturday 10am-4pm, Sunday 10am-3pm.

DOYLESTOWN, PENNSYLVANIA, November 21. 4th Annual Train Show & Sale sponsored by Chalfont Boro P.B.A. at the Lenape Middle School, Route 202 by Route 611, 9am-3pm. Admission $3, kids under 12 free. Information: Paul Meyers, 15 Mystic View Lane, Doylestown, PA 18901; 215/345-5017.

SALISBURY, MARYLAND, November 21-22. Train & Toy Show sponsored by Soroptimist International of Salisbury at Wicomico Youth & Civic Center, Civic & Glen Avenues, Saturday 10am-5pm, Sunday 11am-4pm. Admission $4, childen under 12 $1. Information: Cathy Brinsfield, 1105 Caleb's Way, Salisbury, MD 21804; 410/749-2767.

STROUDSBURG, PENNSYLVANIA, November 22. Fall Train & Collectible Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street, (I-80 exit 48), 9am-2pm. Admission $3.50, kids under 12 free. Information: Clayton Colefield, Train Show Chairman, 696 Milford Road, East Stroudsburg, PA 18301; 888/421-6947.

PEORIA, ILLINOIS, November 22. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, kids under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

WESTMINSTER, MARYLAND, November 22. Westminster Train Meet at Reese Fire Station, 9:30am-2pm. Admission $3 adults. Information: John A. Baker, 936 Hughes Shop Road, Westminster, MD 21158-2903; 410/848-1009.

MISSISSAUGA (TORONTO), ONTARIO, November 28-29. Toronto Show Promotions 2nd Christmas Train Show & Sale at the International Centre, 6900 Airport Road, 11am-5pm. Admission C$8, seniors C$7, kids 6-16 C$4, kids under 6 free. Information: Frank Steele, TSP, Box 3A-10, Centreville, Ontario, K0K 1N0; 613/378-0309.

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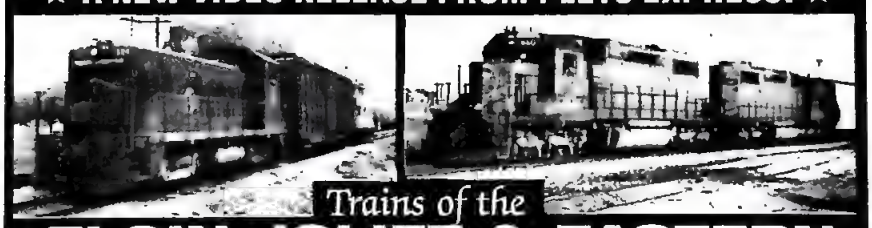

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MARION, OHIO, December 5. Marion Union Station Association's 13th Annual Model Train Show at the Evers Arena, Marion County Fairgrounds, East Fairground Street, 11am-4pm. Admission $2, kids under 12 free with adult. Information: Jerry Richie, 556 Siesta Drive, Marion, OH 43302; 740/389-5162.

OKLAHOMA CITY, OKLAHOMA, December 5-6. OKC Train Show sponsored by Central Oklahoma Chapter NRHS at the Transportation Building, Oklahoma State Fairgrounds, Saturday 9am-5pm, Sunday 11am-5pm. Admission $5. Information: Ed Birch, Jr., 1313 West Britton Road, Oklahoma City, OK 73114.

WESTPORT, CONNECTICUT, December 13. Southern Connecticut Railroadiana & Artifacts Show at Staples High School Field House, 70 North Avenue, Exit 18 off I-95, 9am-3pm. Admission $5, kids under 12 free. Information: Alan Alimian, 12 Southwedge Drive, Getzville, NY 14068; 716/689-9074.

COLUMBUS, OHIO, December 19 Buckeye Railroadiana & Model Train Show at Ohio Expo Center, Lausche Building, 9am-4pm. Admission $4, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

FANMAIL

Chicagoland memories

Hal Carstens' editorials in both RAILFAN & RAILROAD and RAILROAD MODEL CRAFTSMAN are usually the first features I turn to upon the arrival of these magazines. I particularly enjoyed the editorial on the Roosevelt Road vantage in the October 1998 R&R.

In July 1944, shortly before enlisting in the U.S. Coast Guard, I enjoyed a similar Chicagoland railroad experience for a little over a week while staying with favorite cousins in suburban River Forest. In a major flurry of railfan self-indulgence which preceded what was then a clouded future, I managed to visit virtually all of the Chicago railroad terminals and many of the major freight yards in the area and fit in considerable riding on the Elevated. I even spent an unforgettable evening watching the seemingly interminable parade of Chicago & North Western trains at the Oak Park station which included Northerns and Hudsons equipped with Mars lights, sections of the famed Union Pacific *Challenger* coach trains in gray livery and a multiplicity of UP streamliners including the *City of Los Angeles* and the early version of the *City of Denver* straight out of the Lionel catalogue. I even squeezed in a ride on the *Twin Cities Hiawatha* to Milwaukee and back, with diesel power going and a streamlined Hudson on the return. Unfortunately I never got to the Roosevelt Road bridge but otherwise there were few deficiencies in my coverage, the memory of which remains affectionately sharp more than a half century later.

Many thanks for rekindling fond memories!

ROBERT T. HESS
Gore, Va.

Sorting out Chicago's stations

Allow me to make a few comments about the column on the Roosevelt Road bridge in the October '98 issue. First of all, it wasn't a bridge but, in Chicago terms, a viaduct.

Hal Carstens' bias toward the Erie Railroad is understandable, I suppose, but Erie did not run a Pullman sleeper out of Chicago on the Nickel Plate for interchange at Buffalo. With three trains of its own carrying Pullmans, there was no need. The Nickel Plate carried 10-and-6 sleepers off DL&W train No.3, the *Phoebe Snow*, and No.7, the *Westerner*. Eastbound the Nickel Plate cars were carried on Lackawanna trains Nos.8 and 10.

Nickel Plate was a tenant in LaSalle Street Station, which was owned by Rock Island and New York Central. Burlington did not operate from LaSalle Street. It shared the south side of Union Station with the Pennsy and the Alton. Union Station's north side was the sole province of the Milwaukee Road. Chicago & North Western used its own terminal, Madison Street Depot (as us oldtimers knew it), later Chicago Passenger Terminal, now the Ogilvie Transportation Center.

Chicago streetcars were cream and red (the "Red Rockets") until the later years when certain cars received a green and cream scheme to go with the later PCC "Green Hornet" colors. The original Madison Street PCC's were blue and cream.

Illinois Central's station wasn't "away from Roosevelt Road." It was rather at the foot of Roosevelt Road; indeed, the cream and red Roosevelt road streetcars passed through the 12th St. Station trainshed on

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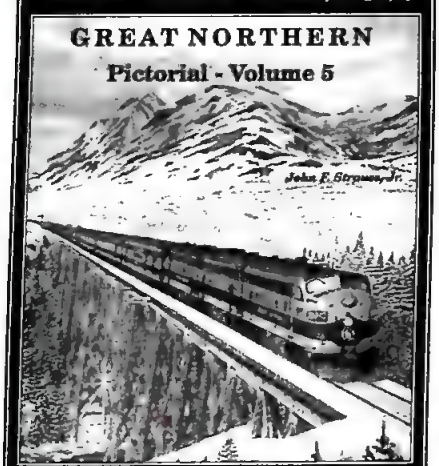

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their way to the turn-around at Soldiers' Field. Twelfth Street, of course, is the numeric way of saying Roosevelt Road (1200 South). The street was named after President Teddy.

The electric trains of the South Shore Line and the Illinois Central Electric did not enter Central Station, but skirted it on tracks separate and distinct from the steam/diesel station tracks. The electric station was further east and had access via a foot bridge.

Twelfth Street viaduct was a great train watching and fan meeting venue. Lasting friendships were formed watching Monon Pacifics and Rock Island Mountains, Grand Trunk Northerns and Great Western Pacifics and even C&WI Moguls on commuter trains. One could see streamlined Hudsons and Pennsy's T-1's.

It's all changed now. Amtrak ties up its trains at 18th Street, but they all look the same.

JAMES A. NEUBAUER
Chicago, Ill.

More on the "Hoodoo engine"

This is a follow-up to the TRUE TALES OF THE RAILS story *Hoodoo Engine* by E.C. Huffsmith in the October '98 R&R and engine No.107, the subject of the article. The book *Locomotives of the Rio Grande* by the Colorado Railroad Museum cites No.107 as a 4-4-0 (American-type) built by Baldwin in 1883 with builder's no. 6631 as class 42½ with 12 "× 18 " cylinders, 45" drivers, engine weight of 44,150 pounds and tractive effort of 6380 pounds. Its disposition is listed as dismantled at Burnham on August 31, 1898.

HAROLD H. WEBER
Walsh, Ill.

✏ *Reader Cornelius W. Hauck also pointed out that the Joe Easley artwork accompanying the story showed No.107 as a Consolidation, not an American — S.B.*

Chicago Central's locomotives

I noted the photo of Chicago Central & Pacific GP28s 8418 and 9438 on page 27 in the October '98 issue. Sad to report that the 8418 is off the roster as of July 24, 1998, and destined to National Railway Equipment at Dixmoor, Illinois.

As clarification, even though they are repainted and renumbered into the Illinois Central paint scheme, the CC engines still are listed in the IC's computer system as CC. The CC engines have a small "CC&P" painted on the cab below the "Illinois Central."

ICG GP10 8418 was rebuilt from GP18 9418 in 1974 and was off the roster to the U.S. Army by 1991, long before the re-acquisition of the CC by the IC.

T.G. SHEARER
Homewood, Ill.

Big Boys, 'gators and firing steam

By golly, you folks are getting better all the time! "On the Homefront" in the September '98 issue is darn near perfect, except I can't figure why the skipper is in dress uniform on a switching crew. Maybe he's in charge of a mixed that is having an addition to its consist made by 0-6-0 No.26.

My brother Ed lives near Lakeland, Florida, and some weeks again sent me an article with pictures of the *Florida Fun-Train*. The photo at the bottom of page 42 shows the Kissimmee station and notes it as "one of the nicer photo locations on the train's route." Maybe so, but I'd add an advisory addendum to that. Since there is obviously water and what I believe is sawgrass visible in the foreground of that shot, the old song

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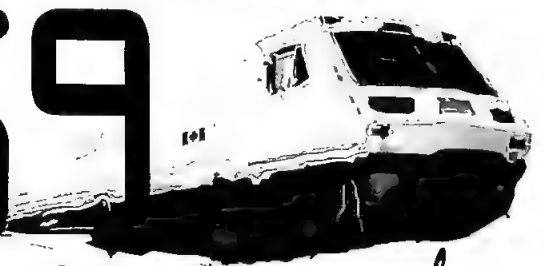

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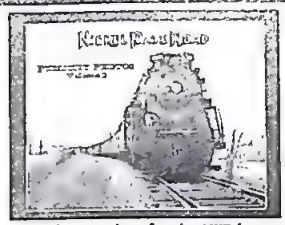

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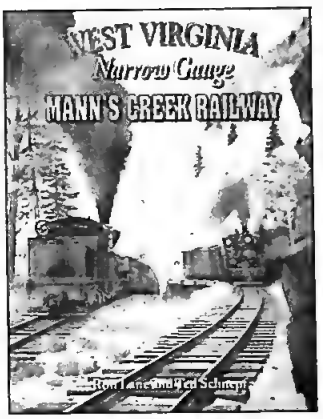

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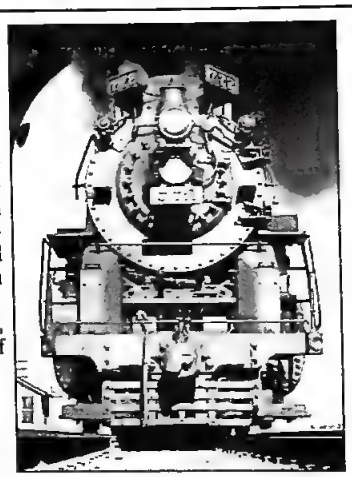

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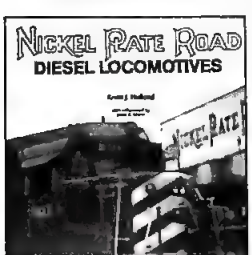

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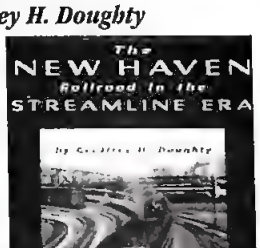

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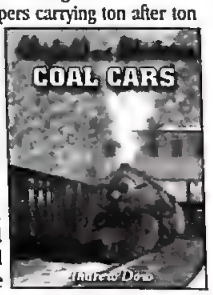

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that laments "if the 'gators don't get you, then the 'skeeters will" should be kept in mind at all times around locations like that, based upon comments my brother has made about the pond on his property— a disturbed, snapping, snarling 'gator will scare hell out of most anyone!

Finally, I enjoyed your account of learning to run a steam hog, but I think the folks who run such programs are missing an even "funner" thing — to give greenhorns a crack at *firing* that locomotive! You (or anyone for that matter) really haven't mastered steam locomoting 'til they've learned to balance themselves on the deck of, say, a 2-8-2 being fed via a No.9 scoop, heeling the shovel on the fire door ring to put an even "scatter" on the black diamonds for a level fire or being able to turn it over just inside the firedoors to put a little heel in the back corners and just under the firedoor ring so there's something to "work down" across the bed of the fire while the train is on the road. Running a steamer is an occupation — keeping one hot while on the road with a train is truly an *art*. Take that as gospel from one who has enjoyed the application of this art aboard everything from Pennsy B-6sb's to B&O EM-1s and a lot of others in between — it *is* an *art*!

If you ever get the opportunity to hand fire, be forewarned that you dance skills will be severely tested as the deck of a 2-8-0 or 2-8-2 out on the road will demonstrate that while the front of the locomotive is doing the watusi, the deck will be shimmying a hula and the tender, whose coal pile you'll be reaching for, will be jitterbugging. But it's still a *lot* of fun!

J. J. Young, Jr.
Charleston, W. Va.

Alas, the Fun-Train *has stumbled upon hard times. See* RAILNEWS *for details — S.B.*

Salute

Oh dear. So the GI's are saluting the crew of 4012 with a victory sign on page 39 of the September '98 R&R. Well on this side of the Atlantic at least, that gesture is well known but not as the victory sign and the photograph has caused much merriment. The victory sign, made famous by Winston Churchill during World War II, requires the palm of hand to face the recipient. Using the back of the hand as shown is an insulting gesture. Perhaps the crew's most appropriate response would be to blow down the boiler!

Mike Walker
Marlow, Bucks., U.K.

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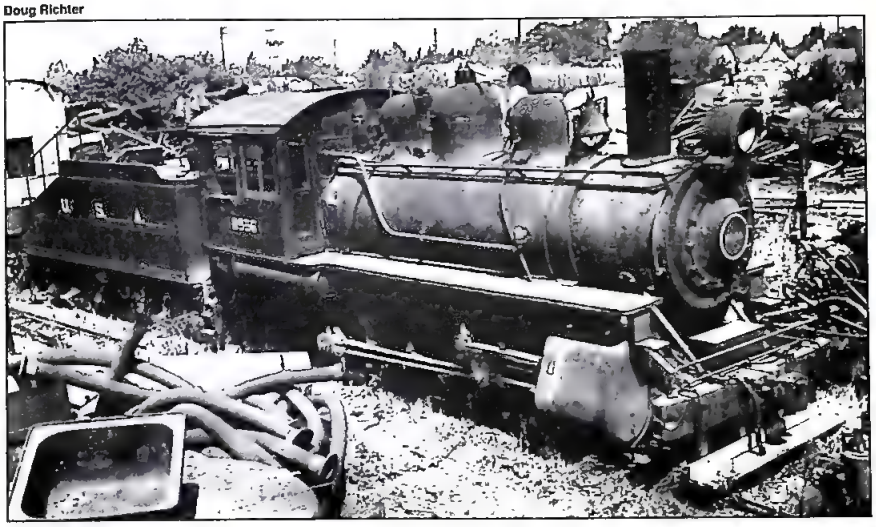

STATE BELT 0-6-0 No.4, built by Vulcan in 1911 and numbered for 6956 for its career in the U.S. Army, languishes in a scrapyard in Stockton, California, in 1946. The locomotive, which also worked for the Modesto & Empire Traction, is now undergoing restoration by the Golden Gate Railroad Museum.

MANY RESTORATION PROJECTS are underway at the San Francisco-based Golden Gate Railroad Museum, operators of Southern Pacific 4-6-2 2472. Volunteers are currently in the process of rebuilding an 0-6-0 native to the Bay Area, and have just completed a thorough restoration of a 22-inch gauge steam train that ran at the San Francisco Zoo for many years. The museum has also acquired additional equipment native to the region, including a Southern Pacific SD9E and an SP 0-6-0.

State Belt No.4

Now under repair in the museum shop, State Belt No.4 will be the next steam locomotive returned to operation by the GGRM. Built by the Vulcan Iron Works in 1911, the 4 spent many years operating on the San Francisco waterfront for the State Belt Railway of California. It was sold in 1932 to the Modesto & Empire Traction Company and moved to Modesto, California where it was renumbered 5. After years of use, the M&ET sold the 5 to the Permenente Cement Company, which it turn sold the engine to the U.S. Army in 1942 for service at Tracy, California. After World War II the 0-6-0 was sold for scrap and languished with a Shay and a 2-6-2T at the M. Davidson Scrap Yard in Stockton, California, until all three locomotives were acquired by Utah's Promontory Chapter NRHS in the early 1970s. The Shay and the 2-6-2T eventually wound up at Heber City, Utah, on the Wasatch Mountain Railway (Heber Creeper) tourist line. The 4 was retained by the Chapter and became part of the group's equipment collection in Salt Lake City.

During the late 1970s No.4 was to have become the centerpiece of a Chapter museum located at the Brewery Mall in downtown

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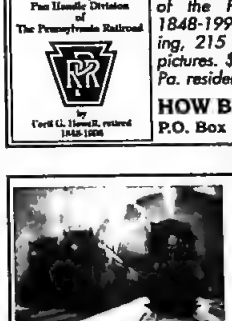
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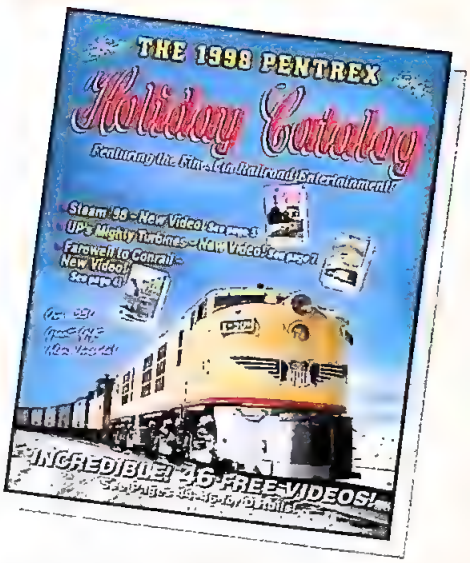

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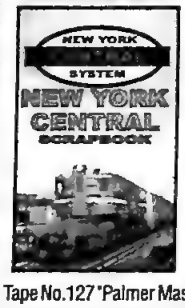

Tape No.140 "New York Central Scrapbook" Featuring the N.Y.C. From the 1930's to 1969. The program does not attempt to tell a story nor identify locations. Just lots of great shots with "Big Band" background music. The program ends with a N.Y.C. Produced movie titled "The Railroad Signal".

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Tape No.132 "P.R.R. Power Volume Six" 1 Hour-Color-B&W-Sound
Tape No.133 "New England Central Hot Shots" 1 Hour-Color-Sound
Tape No.134 "Norfolk & Western Vintage Movies" 1 Hour-Color-Sound
Tape No.135 "Pennsylvania Traction" 1 Hour-Color-B&W-Sound
Tape No.136 "Prison Train"(old movie) 1 Hour- B&W-Sound
Tape No.137 "Train To Tombstone" (old movie) 1 Hour-B&W-Sound

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Salt Lake City. The locomotive was converted to burn natural gas and was fired up to 15 p.s.i. to heat the buildings at the brewery for a few months. Unfortunately, the Brewery Mall never quite got off the ground and the No.4 was returned to storage until 1995, when it was acquired by the Golden Gate Railroad Museum.

In November 1995 No.4 left Salt Lake City on a flatcar bound for California. Upon arrival in San Francisco, the long process of restoration to operation was begun. Much has been accomplished to date. Among the serious problems found by the GGRM as they began restoration were springs completely broken by ad-hoc frame repairs that prevented their proper operation; a hole in the cylinder casting; a damaged cylinder casting resulting from a collision that was never properly repaired plus much rust and corrosion to many parts. The tender tank will need complete replacement, as the original was badly warped when a pile of tires stacked next to the tender caught fire at the scrapyard in Stockton. Parts still needed are the lights, bell, whistle, builders plates and throttle valve.

The boiler was removed from the frame during the summer of 1997 to allow separate repairs to each. Repairs to the cylinders have been the most challenging task to date — specifically, replacing lost metal in the steam ports. Old cast iron is not easily repaired, and a method of applying studs to the existing metal and brazing on top of this was employed. The heating of the casting was done using industrial electric heat blankets, a long and complex job. These repairs used volunteer labor for 300 non-stop hours.

Current work is focused the cylinders and running gear, as it was discovered that the cylinders needed refacing (this is being completed with tooling from the Grand Canyon Railway). Following this work, the three driving axles will be turned and bearings in the Stevenson valve gear will be renewed after driving box work is completed and measured. Although most of the work is being performed

Ralph Domenici collection

A REPLACED PILOT BEAM and cylinder cover are the only clues as to when this photo — the only known image of Belt Line No.4 in service in San Francisco — was taken. The pilot beam has a casting date of 1918 and the locomotive was sold to the Modesto & Empire Traction in 1932, placing the date of the photo somewhere in that time span.

on a volunteer basis, several outside contracts will have to be funded to complete the project, including boiler repairs and fabrication of a new tender tank. A museum member has pledged $50,000 for repairs, but according to Project Manager Cris Hart, the total could be two to three times that much after all repairs have been completed.

No.4 has been well documented, save for some early years. A full set of drawings, notes and builders photos were supplied to the GGRM by the Hagley Museum of the University of Delaware. There is currently only one known photograph of the engine during its service in San Francisco which, unfortunately, does not clearly show the paint and lettering styles. The Belt Railway used several different styles of lettering over the years, some of which were found under layers of old paint on the tender. Current plans call for No.4 to be restored to its original look with gloss black paint and bright silver lettering. The finished engine will be back-dated as far as possible to represent it's appearance in San Francisco.

The rebuild included new flues and smokebox for the boiler, running gear repairs and major renovations to the three coaches, including modifications to make one of them handicap-accessible. In addition, the engine was converted to burn compressed natural gas by Don Micheletti, a GGRM member who has much experience restoring 15-inch gauge Cagney locomotives. The gas is carried behind the tender in a fuel car made resemble a cattle car. The locomotive made its re-inaugural run at the Zoo on August 25, 1998, and steamed around a newly-constructed loop track. The GGRM has committed to provide routine maintenance, train operators and periodically rebuild the equipment as necessary to keep the zoo train in service.

More information about both of these projects may be obtained on the Internet at *www.ggrm.org* or by writing to Golden Gate Railroad Museum, P.O. Box 88186, San Francisco, CA 94118. All contributions to the restoration of State Belt No.4 are tax deductible. Thanks to Joel Harrison and Cris Hart of GGRM for this month's news.

Cagney Zoo Train

Recently restored by GGMR members was a 22-inch gauge 4-4-0 steam locomotive and three open excursion cars used for many years at the San Francisco Zoo. The locomotive is historic in its own right, having been constructed by Cagney in 1904 and serving on many different amusement-type railroads over the years. It served from 1925 to 1976 at the zoo, at which time the tracks were removed and the train retired, and a deal has been struck recently to return the train to operation with GGRM performing the restoration work.

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com.* Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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RE: Delaware, Lackawanna & Western Railroad
Erie Lackawanna Railroad

It is believed that in the mid-50's in an area along the Brush Meadow Creek near the East Bangor dam in East Bangor, PA the creek and/or the paralleling Delaware, Lackawanna & Western Railroad, later the Erie Lackawanna Railroad Line were moved and/or modified in some manner using piping, culverts, etc. to improve, or relocate, or stabilize the rail bed and trackage, and to accommodate the slate quarries in the area.

The area of the above mentioned construction activity was a small segment of the still active rail line that now provides service to GPU/Metropolitan Edison in Portland, PA. This line was originally a part of the Delaware, Lackawanna & Western Railroad system; or possibly of the entity known as the Erie & Lackawanna Railroad into which the DL&W later merged. The section of track in question is on the north side of PA Rt. 512, just in front of what was Capitol Slate Company and which is now Capitol Auto Parts.

The individual listed below would appreciate your contacting him with any information (names, dates, news articles, drawings, photos, letters, etc.) you may have related to the above-identified project.

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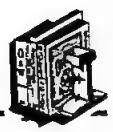
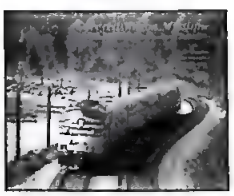


What's new?



Covered Wagon Mystique, by Todd Humphrey, John Humphrey and Gardiner Cross, from Rainy Day Books, 5789 Tilton Road, East Syracuse, NY 13057-3033; softcover, 86 11"×8½" pages; $32.95 ($45.00 in Canada).

It's truly amazing how much of a book can be created from contemporary images of locomotives that, for all practical purposes, "vanished" two decades ago. This book depicts in color action photos the F-units, E-units and Alco covered wagons that survived into the 1980s and 1990s, and there's not a photo in there that predates 1975. It's an eye-opening look at the last of America's classic first generation carbody units in freight, suburban and tourist service, as well as on Amtrak and VIA Rail Canada.

The contemporary railfan photography is excellent in content and variety, with a pleasing array of imagery neatly organized and magnificently reproduced in full color on high quality paper. The book's only real shortcoming is the result of its horizontal format — whoever laid out this book should never run body text across a single 9¾-inch column, which becomes nearly impossible to read from one line to the next. The content of those irritatingly long lines, however, is generally interesting, informative and intelligent.

The book opens up with nine pages of black & white photos (of contemporary units) and an introductory text outlining the history and significance of carbody units in general. The color begins with a spread showing the surviving first FT (EMD's restored 103) and the last covered wagon built (New Haven FL9 2059 as Metro-North 2033). Then comes a look at the VIA Rail parade of F-units and Alco FPA4s at Brockville, Ontario, in the early 1980s, followed by a chapter on the "Last of the Intercity Streamliners" featuring more VIA as well as the *Rio Grande Zephyr,* Ontario Northland, Southern Railway and Amtrak.

"Going in Style" features the executive units of the Union Pacific, Conrail, CSX, C&NW and Southern Railway. The oldest units still around, the former Bangor & Aroostook "chicken wire" F3s, get covered in their restored BAR and CNJ tangerine liveries, along with the "honorary covered wagon" BL2s.

Regular service freight is covered with F-units on the BN, Western Pacific, Rio Grande and KCS, Soo Line and L&NW, as well as the iron hauling Erie Mining and

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U.S. Steel operations and the enduring Bessemer & Lake Erie Western Allegheny and P&C Dock units. Then in a splash of color are the preserved freight service F-units on the Waccamaw Coast Line, Carolina Southern, Dakota Rail, Wisconsin & Calumet, Maryland Midland and Cadillac & Lake City, along with the Susquehanna E9s on freight. Then come the commuter E-units on NJ Transit, Burlington Northern, MBTA and MARC, as well as F-units on MARC, Pittsburgh PATrain, Connecticut's Shore Line East, GO Transit and Montreal's STCUM and the Long Island F and FA "powerpack" cab cars.

"To Nowhere and Back" depicts tourist and dinner train units on a wide variety of contemporary operations, even sampling the D&H Sharks and PA's, as well as a D&H-colored FPA4 on the Ontario Midland. Then comes a chapter-long tribute to the MBTA FP10s (rebuilt GM&O F3s) and their subsequent reincarnations on Metro-North and Cape Cod Scenic. The New Haven FL9s were the last covered wagon units built (New Haven 2059 in 1960), and they get their own chapters showing them in service on Penn Central, Conrail, Metro-North, ConnDOT and Amtrak. The book concludes with a colorful array of preserved covered wagons including Pennsy, Erie, L&N, CB&Q and Lackawanna E-units, as well as Reading, Santa Fe warbonnet, CNJ, B&M and WP F-units and a "B&O" FPA4 and Monon BL2.

Tomorrow's covered wagons, the Amtrak GE Genesis units, are given a closing spread to wrap up the book. The authors may have missed a few contemporary preserved covered wagons, like the IRM Milwaukee E-unit and the red and gray Monon F-units in Indianapolis, but the coverage in this book is amazingly complete. It's an interesting book that will inspire any contemporary photographer to seek out the remaining covered wagons to explore their mystique for himself — *JIM BOYD.*

Russ Porter's pictures

America's Rail Pictorial, by Russ Porter, published by Heimburger House and distributed by Motorbooks International, 729 Prospect Avenue, P.O. Box 1, Osceola, WI 54020-0001; 152 10"×11" pages, hardcover; $44.95.

This would be a fun book for anyone who remembers the 1950s, '60s and '70s, but I found it particularly entertaining because the author/photographer is a good friend of mine. Back in 1962 I was going to school in Milwaukee, and on the appropriate Tuesday nights I'd hop the Route 10 trolleybus to West Allis to attend Russ Porter's "Monday Night Slide Group What Meets on Tuesday Nights." We'd run trains on his HO scale Western Valley and then settle down for a slide session. It was always a treat when Russ himself would pull out his slide trays and regale us with images of steam and covered wagons and Geeps from near and far. Now you can join the fun by viewing this book — I saw many of the Kodachromes reproduced here on Russ's basement slide screen, and they've only gotten better with age.

This all-color book takes you on a rambling journey across the country encountering railroads (in alphabetical order) with action ranging from regular service steam on the Canadian transcontinentals and the CB&Q and Northern Pacific and Nickel Plate and Union Pacific to fantrips and vintage diesels like Wabash PA's and Pennsy Sharks and Green Bay & Western FA's. Along the way you'll see all sorts of other action from Geeps to second generation chop-noses and Santa Fe classic warbonnets. There are main lines, short lines and industrials, and the photo selection shows a nice array of different images and weather conditions with a solid railfan's eye for subject matter and an artist's touch for composition.

Russ has always managed to catch the traditional "railfan" shots and then mix them with interesting angles and perspectives, and he never let a gloomy day or a snowstorm discourage him — and most of his grubby weather photos are well exposed and come across with a realistic and "railroady" atmosphere. Most of the pictures are bright and colorful with very good reproduction, and the page layouts present a pleasing variety of shapes and subjects. In addition to his daytime work, Russ was also a master of night photography and placed appropriately throughout the book are some of Russ's impressive paintings of subjects ranging from the EJ&E Baldwin Sharks to the Santa Fe's Super Chief boxcabs and a Northern Pacific A4 4-8-4.

I even found a few photos in the book where I'd been with Russ when they were taken. I was still shooting a Brownie Hawkeye box camera with black & white film when Russ and I both caught CB&Q O5b 4-8-4 5631 and O1a Mikado 5090 at Savanna, Illinois, in 1958, even though we would not "meet" each other for another four years! And we both chased madly down Chicago's Dan Ryan Expressway after catching a pair of Erie Lackawanna PA's departing Dearborn Station with the Lake Cities on February 25, 1967, to catch them again kicking up the snow at 130th Street on the south side.

While it displays the work of only one photographer, this book has the character of Don Ball's treasured early color pictorials like *America's Colorful Railroads.* But I prefer to think of it as a "Monday Night Slide Group What Meets on Tuesday Nights" session captured between hard covers — *JIM BOYD.*

Calendar call

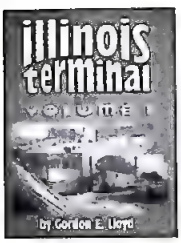
This month we'll reach into the historical society calendar pile and pull out a few selections. First up is the **N&W Historical Society 1999 Calendar** with 15 color photographs of Norfolk & Western and Virginian rolling stock. Scenes include J-Class 601 at Suffolk, Virginia; Virginian boxcab electrics at Narrows, Virginia; a trio of RSD12s at Lamberts Point; N&W 4-8-0 1159 at Crewe, Virginia; the N&W's last stock car at Roanoke, an SD45 at Keystone, West Virginia, and more. The calendar folds out to 12"×18" and costs $9.95 plus $1.50 shipping. Order the calendar from the Norfolk & Western Historical Society, 2328 Orange Avenue NE, Roanoke, VA 24012; credit card users can call 540/342-0575 24 hours a day.

Next on the list is the **1999 New England Railroading Calendar** from the Mystic Valley Railway Society. This spiral-bound calendar folds out to 10"×16" and has 14 color photos with subjects such as Conrail SD80MAC's at Becket, Massachusetts; Green Mountain (CPR) 4-6-2 1246 at Rutland,

...mont; Maine ... on a bridge at ...asset, Maine; Bangor & Aroostock ...R's at Prospect, Maine; Conway ...ic's F-units at Crawford Notch, New ...mpshire; Boston & Maine switchers from the famous railfan bridge at East Deerfield, Massachusetts, and more. The calendar is printed on cardstock and sells for $8.00 ($9.00 in Canada) postpaid from the Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486.

The Three Rivers Railroad Heritage Council and the Heartland Railway Museum has issued the **1999 Collector's Calendar** featuring 15 black & white photos of scenes in northern Indiana. Subjects include a New York Central Hudson at New Carlisle; Nickel Plate Berkshire 739 at New Haven; New Jersey, Indiana & Illinois 2-6-0 No.3 with the Pullman car Olivette at South Bend; an Indiana Service streetcar in Fort Wayne, the Pennsylvania Railroad station at Etna Green, Erie 2-8-2 3057 at Rochester and more. The calendar folds out to 11"× 17" and costs $8.00 plus $2.00 shipping from the Three Rivers Heritage Council, Inc., P.O. Box 12828, Fort Wayne, IN 46866-2828.

TRACTION PUBLICATIONS by Joe L. Diaz



Illinois Terminal in Color Volume 1, by Gordon E. Lloyd, published by Morning Sun Books, Inc., 9 Pheasant Lane, Scotch Plains, NJ 07076; hardcover, 128 8½"×11" pages; $49.95 plus $3.50 shipping (N.J. res. add 6% tax).

This is an in depth, new book on a colorful subject of great interest to all traction fans. Through a great and varied look at this colorful operation through over 240 photos, with the author's love for the subject, the reader is treated to a very pleasant experience. The author has taken great care to show us what became his favorite electric railway, remaining so to this day. With a modest historical background, we are shown the operation from end to end, with good attention to detail. The Illinois Terminal was well known for its excellent attention to service to its customers both passenger and freight, at one time operating a network of comfortable, even luxurious passenger trains. Following the demise of passenger service, which many fans believe even today was planned, the vast carload freight operations were carried on by the railroads who owned and controlled the IT.

Following the end of the war, the management purchased new passenger equipment which proved disastrous, having a less-than-successful record of reliability and gravely handicapped in that the trains were unable to serve major terminals because of impossible clearance restrictions. This resulted in many passengers being forced to ride shuttle buses to points where previously they had been conveyed directly. Despite the eventual slide downhill, the author pursued right to the very end, resulting in an in depth illustrated book of high quality. Certainly every traction fan should examine this book. The extent of the quality material herein makes a strong point for adding this volume to your library — *JOE L. DIAZ.*

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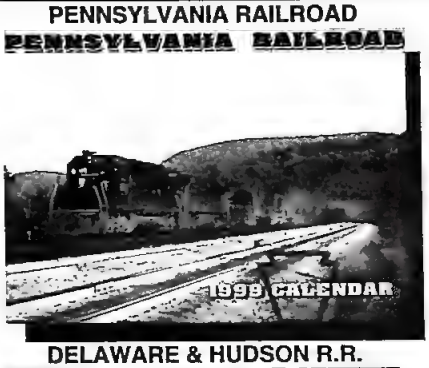

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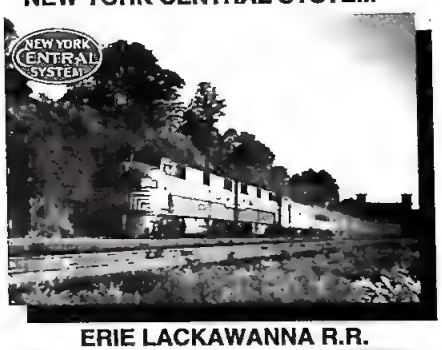

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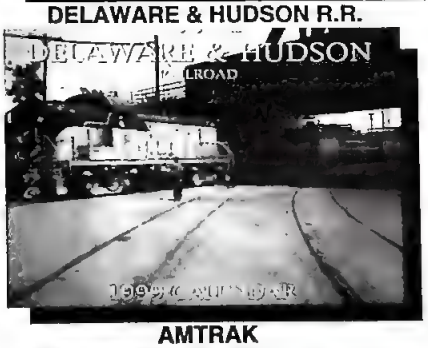

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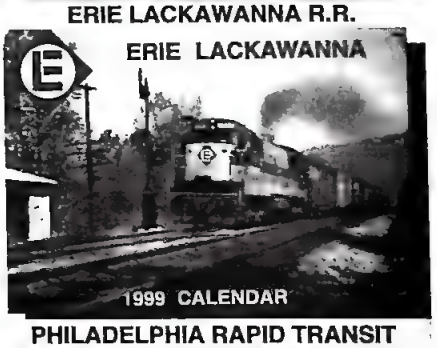

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RAILNEWS

Canadian Pacific to Transfer Additional Lines

CANADIAN PACIFIC RAILWAY announced its updated three-year network plan on September 18, 1998, adding to its rationalization program two low-volume Prairie branchlines and its E&N Railfreight network on Vancouver Island. CPR announced earlier this year it is seeking candidates to take over operations of the Port Alberni-to-Nanaimo segment of its E&N rail line and is considering alternatives for the operation of the other segments of the E&N network. Also under the new three-year plan, CPR will discontinue operations on a 10.3-mile line between Carlyle and Arcola, Saskatchewan, and a 42.8-mile line between Rural and Wilkie, Saskatchewan, unless the operations are transferred to another party.

CPR released its first network plans in August 1996 and April 1997, announcing it would seek to sell off a total of 5500 miles of rail lines in Canada and the United States. To date, CPR has discontinued or transferred operations on 3800 miles of those lines through sales, leases or conversions to internal shortline units. Proportionally, the majority of CPR's rationalization has occurred in Eastern Canada and the Midwest United States.

Under the Canada Transportation Act (CTA), lines slated for discontinuance must first be offered for sales to the shortline marketplace and then to the provincial and municipal governments before the railway can take steps to discontinue operations.

Railroads, Unions Make Progress on Fatigue Issues

THE ASSOCIATION OF AMERICAN RAILROADS announced on September 16, 1998, that a top railroad official told the Senate Commerce Committee's Surface Transportation Subcommittee that the nation's railroads have made substantial progress in addressing workplace fatigue issues. The railroads are working with their key operating unions in addressing fatigue issues. The progress that has been made, however, could be undermined by a Federal Railroad Administration proposal to mandate work/rest regulations, said Charles E. Dettman, executive vice president safety and operations, at the AAR.

A BLE/UTU taskforce formed in 1992 has conducted a detailed examination of crew schedule data to better understand the issue of fatigue, formed a scientific advisory panel composed of neutral leaders in the field of fatigue research and compiled a report on industry programs addressing fatigue. Some of the initiatives undertaken include using technological developments to improve train scheduling and work time predictability, state-of-the-art call-in systems that enable crews to better predict when they will be called to duty, assigned rest days, expanded periods of undisturbed rest and improved lodging. The railroads strongly support industry efforts to address crew fatigue over the imposition of regulatory mandates.

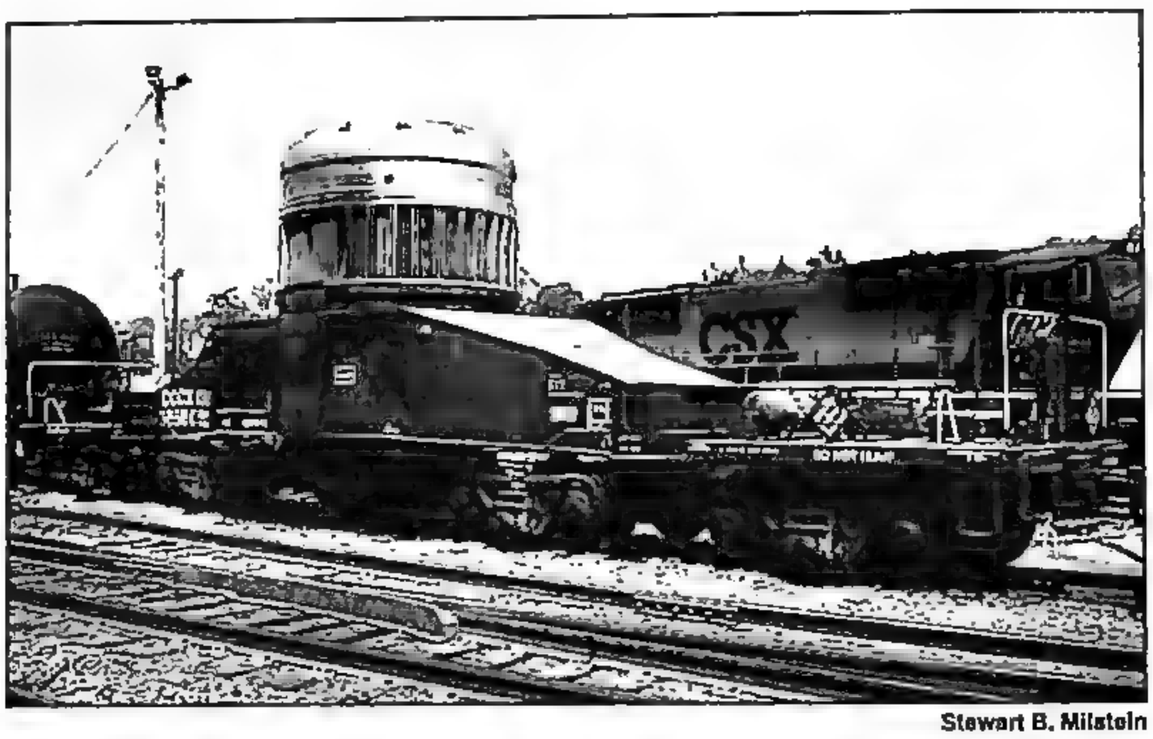
Contaminated Soil to Move by Rail

THE FERNALD ENVIRONMENTAL MANAGEMENT PROJECT is a U.S. Department of Energy facility formerly known as the Feed Materials Production Center. It is located in Fernald, Ohio, just northwest on Cincinnati, and used to refine "yellow cake" (uranium ore concentrate) into pure uranium metal or uranium hexaflouride. It is now being cleaned up, demolished and converted into a park. Among the contaminated material is an estimated 630,000 tons of sludge, soil and debris that will be disposed of at the Envirocare facility in Clive, Utah. The problem is getting the material from FEMP to Envirocare and the solution is rail.

FEMP has obtained two Army-surplus Baldwin 60-ton locomotives for local switching. One is No.1250, the other number is still unknown. Both are World War II era, but were rebuilt in the 1990-1991 period. FEMP has essentially completed building a secured rail yard on site and upgraded the branch line track leading to it. FEMP is now building the treatment and loading facilities (two-car capacity) in the railyard and obtaining 135 new covered gondolas. The gondolas have reporting marks OHFS, are numbered 0001 through 0135 and are labeled "for radioactive use only."

Once this becomes operational during spring 1999, about every two weeks FEMP will call CSX, which will send out a local to pick up a string of 40 to 60 gondolas (including an empty buffer car at each end), take it up the former C&O branch to Cottage Grove, Indiana, and then down the main (former B&O and Erie) to Cincinnati Yard. CSX will then haul the cars as a unit train to St. Louis. Union Pacific will pick them up and take them through Kansas City, Denver and Salt Lake City to Clive, about 80 miles west of Salt Lake City. Envirocare will unload the cars, wash them and then call UP to return the cars as a unit train via the same route to the FEMP. The project is intended to be completed in 2004.

The Department of Defense is also moving radioactive material via the U.S. rails in "nuclear containment cars." (**below** in Brunswick, Maryland, on August 23, 1998). The cars carry the reporting marks *DODX,* are used for transporting radioactive material and resemble R2D2 from the movie *Star Wars* — ***HARRY V. ELLIS III.***



Stewart B. Milstein

Florida Fun-Train Suspends Operations

CITING A $3 MILLION DEBT and the inability to attract more passengers, *Florida Fun-Train* ceased all operations on September 18, 1998. The theme train, which featured a 1950s-styled diner car, virtual-reality arcade games, tiki bar and movies, was recently granted permission by CSX and Amtrak to run into Orlando. Since October 1997, when service was inaugurated, the train was forced to utilize a remote station in rural Poinciana, Osceola County, about ten miles from Kissimmee. *Florida Fun-Train* officials had been negotiating an agreement to reach some of the 13 million tourists that visit the Orlando area each year and were permitted to run into Orlando for the first time on August 1, 1998. That inaugural run foreshadowed the future of the operation when it struck a truck that did not yield at a Lake Alfred crossing, killing the driver. Ironically, but seemingly unrelated to the accident, *Florida Fun-Train* voluntarily ended its operation a little more than a week after it had gained access to the market it so desperately sought.

The parent company, First American Railways of Hollywood, Florida, laid off almost all of its 75 employees. To compound its financial problems, the company sold off its wildly popular and profitable Durango & Silverton Narrow Gauge operation on July 1, 1998, to raise capital for the *Fun-Train.* The company is also being sued for $1.5 million by former president Ray Monteleone, who resigned last November alleging the company terminated his employment contract by orchestrating false sexual harassment charges against him. Monteleone also claims that the company began service without the proper funding and before the Orlando

stop was guaranteed. Alan Jacobs, First American chief executive is blaming the problems on lower-than-expected ridership and the late delivery of rail cars, which made it impossible to pre-market the train through travel agents and tour operators. Ironically, Rader Railcar of Denver, Colorado, the company which is being blamed for late delivery of the expensive equipment, is led by Tom Rader, who also sits on the board of the *Fun-Train*. First American is currently considering filing for bankruptcy.

Union Pacific Appoints New President, Takes Other Steps to Fix Problems

UNION PACIFIC ANNOUNCED THE APPOINTMENT of Ike Evans as President and Chief Operating Officer of Union Pacific Railroad on September 15, 1998. Jerry Davis, currently President and Chief Operating Officer, was elected Vice Chairman of the railroad. Evans, 56, was Senior Vice President of Emerson Electric Company with responsibilities for its Industrial Components and Equipment business. His career in manufacturing spans 33 years and began with General Motors, where he worked for 21 years. Reporting to UP Chairman and CEO Dick Davidson, Evans will have direct responsibility for overseeing and coordinating the three major departments of the railroad: Marketing & Sales, Operating, and the newly formed Network Design & Integration (NDI). He will play a role in ensuring the success of the company's recent efforts to achieve greater customer focus and put its service delivery problems behind it.

Union Pacific has also notified the Surface Transportation Board that it plans to buy back some rail lines, reactivate others and forsake plans to abandon certain lines. UP has agreed to buy back a 107-mile line in northeastern Kansas it had sold to RailTex in 1990. UP plans to route empty coal trains returning from the Midwest to Wyoming coal fields over this line. The company also plans to keep the 173-mile Tennessee Pass route in Colorado and is reconsidering the abandonment of the Modoc Line which connects Oregon and western Nevada. Union Pacific is referring to this process of not abandoning lines as "rail banking." The company believes that by holding onto even light density routes, it will be spared the expense of having to reinstall lines once they have been abandoned and will also provide UP an alternate route when needed.

NS and CSX Begin to Divide Conrail

NORFOLK SOUTHERN AND CSX HAVE SPENT THE PAST YEAR inventorying, categorizing and apportioning the Conrail fleet in the wake of the agreement that saw Conrail split between the two railroads on August 22, 1998. The comprehensive effort involves three NS implementation teams — the Rolling Stock, Locomotive and Non-Revenue Equipment teams. Called "allocation teams," they are among 130-plus teams and subteams charged with successful implementation of the Conrail transaction. The teams are responsible for ensuring that the right to operate all Conrail equipment is divided 58 and 42 percent between NS and CSX.

The Rolling Stock implementation team is allocating Conrail freight cars between two wholly owned subsidiaries of Conrail, to be known as Pennsylvania Lines LLC (PRR) and New York Central Lines LLC (NYC), with PRR getting 58 percent of the equipment and NYC getting 42 percent. The equipment allocated to PRR will be leased to Norfolk Southern; the NYC equipment will be leased to CSX. The locomotive team, in conjunction with CSX and Conrail, is allocating Conrail's fleet of approximately 2000 locomotives for operation by NS, CSX and in the Shared Assets Area. The Non-Revenue Equipment team is taking care of an assortment of other equipment, including highway vehicles, track geometry cars, snow blowers and maintenance machines.

Conrail will exist on paper until regulators feel confident that the company can be run by NS and CSX, probably early next year. Then, 1867 management jobs in Philadelphia will be lost. For the present, look for few operational changes on Conrail's lines.

LTV STEEL MINING HAS LEASED THREE GE'S for use on pellet hauls between Hoyt Lakes and Taconite Harbor. LRCX C30-7 8149 (nee-AT&SF 8149), and SF30C's 9522 and 9548 (nee-AT&SF U36C's 9522 and 9548 respectively, rebuilt by AT&SF in 1986) were hauling 119 loads at Salem, Minn., on August 10, 1998. The units are on lease from LRCX to BNSF, but until the grain haul began on September 15th, they were on LTV maintaining a tight schedule during a tie replacement program. The units are also being tested for possible use on the mainline and in the mine crude ore haul service. Look for big six-axle power on LTV — *DOUG BUELL*.

Steve Glischinski

Christopher R. Kimler

Lackawanna E's Visit Pocono Mountains

Central New York Chapter NRHS' DL&W-painted E8s Nos. 807 (nee-PRR 5761A) and 808 (nee-PRR 5702A) made two roundtrip runs between Scranton and Moscow, Penn., on September 5 and 6, 1998 as part of Steamtown National Historic Site's Rail Expo '98. The train was seen performing a photo runby on September 5th at Moscow (**above**). Another highlight included a double-headed steam excursion from Scranton to Moscow featuring CN 3254 and CP 2317.

D&RGW GP60s Back on Ski Train

The Winter Park *Ski Train* sported, for the first time, all three D&RGW GP60s on its *Food Festival* train which operated over the weekend of August 1 and 2, 1998. GP60s 3155, 3156 and 3154 (now UP 5702) were exiting Tunnel 2 west of Plainview, Colorado, (**below**) on August 2. The GP60s had been temporarily replaced by leased Amtrak F40s while the units were used by Union Pacific to help alleviate power shortages.

Shirley A. Hickey

[illegible] Narrow Gauge Steam

[illegible]rtland No.3, a [illegible] Vulcan 0-4-4T, formerly of the Monson Railroad, has been running on the Wiscasset, Waterville & Farmington Railway Museum's trackage in Alna, Maine. The train was at Alna on August 9, 1998, at the museum's annual picnic (**top right**). As the museum's main line has continued to grow, the series of trips during August 8th, 9th, 15th and 16th represented the first time in 65 years that steam trains have run in the Sheepscot Valley of Maine.

Tennessee Valley Railroad Museum's GP7s

Tennessee Valley Railroad Museum's GP7L's 1824 and 1829 (nee-U.S. Army 1824 and 1829) were preparing to depart from the Chattanooga Choo Choo Hotel & Vacation Complex (ex-Terminal Station) with an outbound *Downtown Arrow* (**right**) weekend train to TVRM on August 22, 1998. The two locomotives were acquired from Kingsport, Tennessee's, Holston Army Ammunition Plant along with (currently non-operational) sister 1832 in 1992. No.1829 was refurbished in 1995 and 1824 in 1997, both at TVRM's East Chattanooga Shop. Receiving the same attractive tuscan and black paint scheme as 1829, No.1824 was repainted in mid-August 1998 and m.u.'ed for a "shake-down run" to downtown Chattanooga on August 22nd. Included in the over-powered 3000-h.p. trainset was commissary/kitchen car No.50, Central of Georgia coach No.907 and Pullman *Clover Colony*. The *Downtown Arrow* originates at TVRM's Grand Junction Station, travels over the TVRM line to East Chattanooga and transfers to Norfolk Southern's East Chattanooga Belt Line for the trip to Terminal Station. Once inside Terminal Station property, the train operates for a short distance under the overhead wire used by a regauged New Orleans streetcar.

New Paint of the Cascade & Columbia River

Cascade & Columbia River Railroad has painted its three locomotives. Seen in Omak, Washington, GP38 No. 344 (**right**), displayed the attractive red, blue and silver livery. The road's two other engines, GP40 6636 and 6637 also had the new colors applied. The CSCD is a subsidiary of Alexandria, Virginia-based RailAmerica.

Reading & Northern Acquires SD45-2s

Reading & Northern train PILE (Pittston-to-Lehighton, Pennsylvania) was ready to depart Pittston (**bottom right**) on August 5, 1998, behind freshly repainted SD45-2 3600 (ex-Conrail 6660, nee-Erie Lackawanna 3675) on its fourth day in service. Sister unit 3601 (ex-Conrail 6656, nee-EL 3671) was outshopped from the railroad's Port Clinton, Penn., shop a few weeks after the 3600. The matched pair now roam the R&N's Lehigh Division between Jim Thorpe and Pittston hauling tonnage for their third owner.

Robert C. Wallo

Minnesota Transportation Museum Paints Classic Geep

Soo Line GP9 No.559 (**top left**) was seen just out of the Wisconsin & Southern's paint shop in Horicon, Wisconsin, on August 17, 1998. The engine was painted by WSOR shop forces for Minnesota Transportation Museum, which supplied technical information on recreating the vintage Soo Line paint scheme. The 559 (ex-Wisconsin Central 4159, exx-Fox River Valley 4159, exxx-Chicago & North Western 4159, exxxx-Rock Island 4505, nee-Rock Island 1223) was purchased by MTM for use on their operation at Osceola, Wisconsin. The number 559 was selected as it is the next highest number for Soo Line (not the original WC) GP9s. MTM opted to have the unit painted with the Soo Line "tree" on both ends. This was worn by only one Soo Line unit, GP9 2555, as it was the only dual controlled engine owned by the Soo.

Mike Perrin

Columbia & Cowlitz Dresses up Units

The Columbia & Cowlitz Railway, owned by the Weyerhauser Company and based in Longview, Washington, recently applied an attractive blue and white livery to their locomotives. GP7u No.702 (ex-Columbia & Cowlitz 701, exx-Chehalis Western 765, exxx-Weyerhauser 765, exxxx-Norfolk & Western 2431, nee-Nickel Plate Road 431) was at the Weyerhauser facility in Longview (**left**) on Friday, September 4, 1998. The road's other two units, GP20 No.700 and GP7u No.701 also received the new paint.

Boise Locomotive Arrives in New Orleans

Boise Locomotive MP2000D No.2001 (**left**), was at Kansas City Southern's West Yard near New Orleans, Louisiana, on September 3, 1998, as it was being delivered (almost two months ahead of the November delivery date) to the New Orleans Public Belt Railway. The unit had been demonstrating on the Belt Railway of Chicago, Wisconsin & Southern and in Texas. A second MP2000D, No.2002, is expected before the end of the year. The locomotives contain a Caterpillar diesel prime mover and are equivalent to a GP38-3. NOPB plans to name the engines the *Crescent* and *Belle Rouge*.

Quebec, North Shore & Labrador Super Power

Eleven General Electric C44-9W's are on their way to Quebec, North Shore & Labrador. Number 407 and 409 were parked in the General Electric plant in Erie, Pennsylvania, on August 31, 1998. Within several days GE had the complete order (Nos.404-414) out on the Conrail-East Erie interchange track. They were moved by Conrail to the port in Erie and shipped out to the rail-isolated QNS&L. These units were scheduled to leave Erie sometime during the third week in September and arrive at their destination of Sept-Iles, Quebec, by month's end.

Milwaukee Road 261 Powers BNSF Employee Special

Former Chicago, Milwaukee, St.Paul & Pacific 4-8-4 No.261 spent most of the summer of 1998 traversing the vast BNSF system pulling the company's *Employee Appreciation Special*. The locomotive, with 15 cars and BNSF SD70MAC 9799 in tow, was westbound on the Cassman-Coulee Bridge (**top**) west of Minot, North Dakota, on August 15, 1998. Resting in Forsyth, Montana (**middle**), on the night of Sunday, September 16th, the 261 had spent the previous day traversing former Great Northern/Northern Pacific trackage in Big Sky Country. Racing through Ormonde, Illinois (milepost 191.8), at 2:49 p.m. on Tuesday, September 1st, the 261 was running on the former AT&SF between Willow Springs, Illinois, and Fort Madison, Iowa. The locomotive performed flawlessly, as the very professional crew invested quite a bit of time and money in the locomotive prior to the journey.

top: James L. Hickey; middle: Dale Jones; bottom: Ed Johnson

Detours on the Washy Line

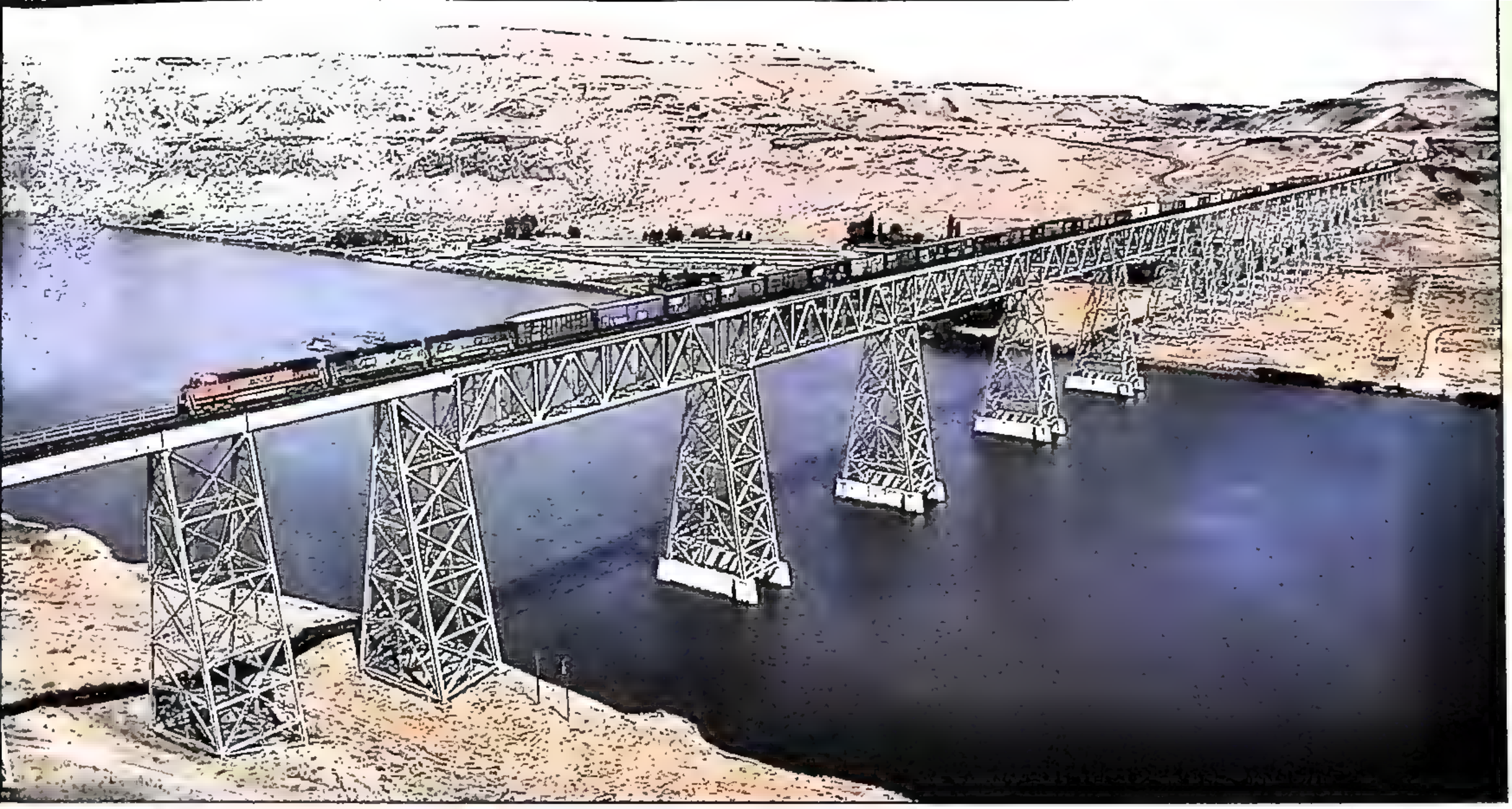
by Bruce Kelly

THE DISTANT DRUMMING of diesels echoes through eastern Washington's Marshall Canyon on the afternoon of July 16, 1998. A short time ago, Burlington Northern & Santa Fe train MSPOPAS departed Yardley terminal on the east side of Spokane, and now it's climbing our way with woodchips and lumber bound for Pasco. But wait . . . instead of crossing the former Northern Pacific bridge visible in the distance, MSPOPAS is traveling down below on Union Pacific's Spokane Subdivision (**left**). On this day, BNSF is well into its second week of major track renovation along its ex-NP main between Spokane and Pasco, and to enable tie and ballast gangs to carry out their jobs uninterrupted, BNSF has arranged to detour its daytime Spokane-Pasco trains via some 153 miles of the neighboring UP between Fish Lake and Attalia, Washington, for the next month.

UP's Spokane Sub, referred to affectionately by many as the "Washy Line," normally handles only four to eight trains a day. There's little opportunity for chasing; most of the really good photo locations are drive-in or hike-in spots where you set up well in advance, fire off your prize shot, and then move on to the next location to wait perhaps several hours for the next train. But, during the heat wave summer of 1998, the BNSF detours made the Washy an exceptionally hot place to be.

Hiking a couple miles south from Palouse Falls State Park in temperatures exceeding 105 degrees on July 29, 1998, yielded shots of BNSF trains cruising through the "tunnel zone" high atop the Palouse River Canyon, where the Washy Line ducks in and out of five tunnels in just a single mile. At 1:10 p.m., the MHAVPAS pops out of Tunnel 14 with manifest freight traveling from Havre, Montana, to Pasco, Washington (**below**). The Santa Fe warbonnet GE and EMD on the head end are about to dive into Tunnel 13 right beneath our feet. An hour later at 2:09 p.m., BNSF 4759, one of several new Dash 9-44CWs that were pressed into service without their corporate logos or lettering, shines in the brief moment of sunlight between Tunnels 12 and 11 with the MSPOPAS (**opposite left**).

If any single place best illustrated BNSF's guest appearances on the Washy Line, it would have to be Joso Bridge, located between Joso and Ayer Junction. When UP constructed its more modern main line from Oregon to Spokane during 1911-'13, this 3920-foot long, 240-foot high landmark structure helped lift the railroad up and over the Snake River so it could continue north across the high desert plateau, rather



than twisting through the hill-and-dale terrain to the east where UP's original Spokane line had been laid a couple decades earlier. Minutes before noon on July 28, Dash 9-44CW 1022 and cab-less B30-7As 4105 and 4107 lead the MLAUPAS across Joso Bridge (**top**).

The sun is dropping fast at 7:09 p.m. on July 29th as the day's final BNSF detour, a westbound led by three big GEs and a tiny BNSF switcher, rumbles across Joso Bridge (**above**). The gleaming rails beneath the bridge are on UP's Riparia Branch, which sees daily action in the form of a Camas Prairie RailNet turn out of Lewiston that enters the UP main at Ayer Junction for the quick jaunt downriver to the interchange at Ayer Yard.

On August 4th, a NBSF train derailed 21 cars in the Palouse River Canyon, closing UP's Washy Line for nearly three days. An exact cause was not immediately reported, but it could well have been a sun kink in the track, since the region had been roasting under cloudless skies in record high temperatures for a straight month. During the clean-up, BNSF traffic naturally returned to its home rails, and UP resorted to the detouring of its own trains via BNSF. Once the Washy reopened, UP had become so busy with its own track projects that it could no longer accept wholesale detouring of BNSF trains.

With four daily road freights, frequent unit potash and grain moves, and short-range visits by CSP and BNSF locals to Ayer Yard, UP's Washy Line is always a worthwhile visit for railfans who seek quality rather than quantity in their photography. But, the virtual windstorm of action that swept the Washy in the sizzling summer of 1998 is something we may not see again for quite some time.

Canadian National Makes the Grade

by
Leslie S. Kozma
and
Charles W. Bohi

Two photos: Jeff Robertson

CN's overlooked Alberta Coal Branch

IT IS ROUTINE for railfans to drive west on Highway 16 from Edmonton to the mountains to satisfy their fix for rail photography. However few are apparently aware that with a slight detour south from Edson or Hinton is perhaps one of the most scenic branch lines in western Canada. Here, on the Canadian National's Alberta Coal Branch, tucked in the foothills along the eastern slope of the Rocky Mountains, unit coal, sulfur and rock trains negotiate some of the most treacherous grades on the system.

With the large influx of immigrants to Canada around the turn of the last century and the railways expanding ever westward, coal became an increasingly important commodity. Indeed, the settlement and development of western Canada became dependent upon coal. Coal deposits that had been assumed to exist on the eastern slopes of the Rockies were finally confirmed in 1908, and the following year the Grand Trunk Pacific Railway, building its main line through west-central Alberta, sent surveyors into the area. Some of the collieries were already producing coal when the GTP commenced work on the line in June 1911.

The resulting Coal Branch ran in an inverted "Y", southwesterly from the GTP main line at Bickerdike. The stem and east arm, built by the GTP, was completed to Sterco in January 1913. The west arm from Coalspur to Mountain Park, within the Nikanassin Range of the Rocky Mountains, was built by the Mountain Park Coal Company. High grade steam coal was being shipped from Mountain Park by the end of

***CANADIAN NATIONAL TRAIN 791** with GCFX SD40-3 6033 meets a Cardinal River mine haul truck near the loadout on December 27, 1997 (**above**). The SD40-3s are leased and maintained by GEC ALSTHOM AMF Transport, Inc., for dedicated service on the Alberta Coal Branch. CN train No.771 with SD40-3 6034 prepares to leave the Gregg River loadout two days later (**below**). CN SD50 5435 leads a string of new aluminum bathtub gondolas down the grade from the Cardinal River mine near Leyland on October 9, 1996 (**opposite**).*

191- with the GTP operating the line on behalf of the colliery.

Coal at Cadomin was discovered by chance during construction of the railway to Mountain Park. Cadomin was destined to become the largest pre-1970 producer on the Coal Branch. The bituminous coal from Mountain Park and Cadomin was principally used by the GTP's locomotives east of Edson. The sub-bituminous coal mined along the Foothills Subdivision, of inferior quality, was sold for domestic heating.

The GTP went bankrupt in 1919 and in the following year was folded into the federally-owned Canadian National Railways, with the new company assuming operations of all lines on the Coal Branch. Indeed, in 1921 the CNR extended a five-mile spur from near Cadomin up to a new mine at Luscar.

Mining and railroading

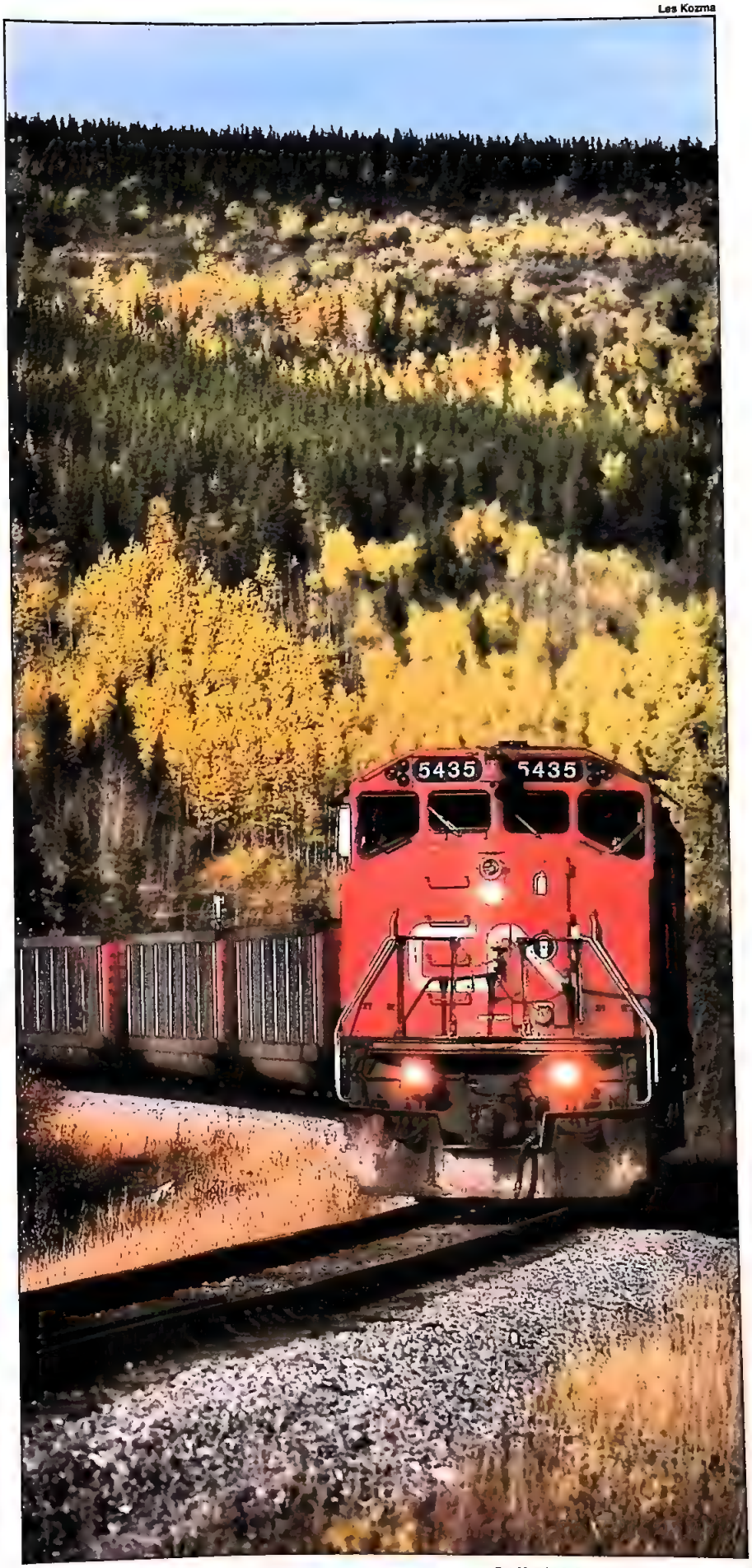
The isolation of the mining communities along the Coal Branch made them utterly dependent on the railway. But the vagaries of supply and demand and the dangers inherent in their respective occupations were a common bond for the miners and the railroaders. Further, being so far off the "high iron," train operations were quite casual. The mixed train, dubbed the *Blue Flea* by the locals, could be flagged down practically anywhere, so it invariably ran on its own schedule.

The miners and railroaders had other common interests which became particularly evident during prohibition. The potent elixir brewed along the Coal Branch was in great demand down the main line. There are stories of how the *Blue Flea's* whistle sounded a warning to local entrepreneurs when the law was on board, but this was never proven!

Edson's importance as a railway terminal was based largely on its proximity to the Coal Branch. During the steam era Edson had a large roundhouse and car shop, primarily for maintaining the locomotives and rolling stock used in coal service. Edson crews worked the outpost trains which ran "turns" out of Coalspur to the various mine sites. Due to the rickety track, steep grades and sharp curvature, trains from the south and east were limited to 14 cars. The loaded cars were marshaled into trains in the small Coalspur yard, which were then moved down into Edson, where they were consolidated into longer trains and moved east.

Commencing in 1927 the bridges on the Coal Branch were eliminated, strengthened or renewed and the track was upgraded. The diminutive 400-class Moguls that labored along the line since the days of the GTP were finally replaced by 2100-class Consolidation and 4300-class Santa Fe types which

Les Kozma



could handle significantly more tonnage. Pre-1970 coal production on the Branch reached its peak in 1928-'29.

The fall and rise of coal

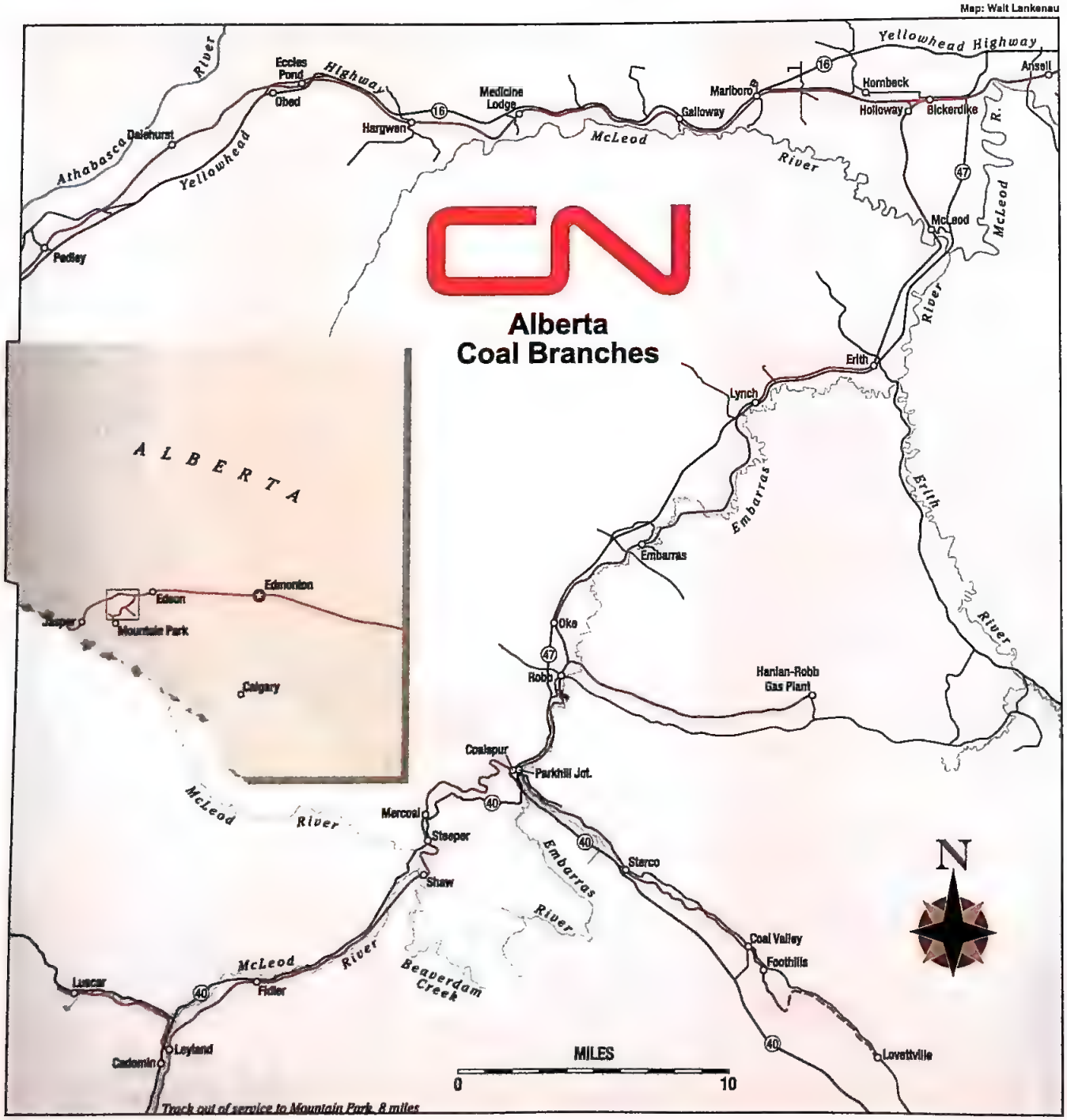
The construction of roads into the Coal Branch region in the 1940s provided an attractive alternative for communication with the outside world and reduced reliance on the CNR. Locally cut lumber no longer required for mine timbers was shipped to outside markets, principally by highway. Consequently, the days of hopping a local freight to get to and from a favorite fishing hole were numbered.

With the decreased demand for steam coal following World War II, the CNR expected better quality control for Luscar coal, necessitating elaborate and expensive cleaning facilities. Increasingly, with new sources of cheaper oil and natural gas in the 1950s, the domestic coal market shrunk dramatically. It became abundantly clear that the mines on the branch were living on borrowed time. Even the CN, still the branch's largest customer, commenced using Bunker 'C' fuel oil for its steam locomotives operating on the line. The spread of oil-fired steam engines to the prairies and rapid dieselization spelled the end for the mines on the Coal Branch. One by one the mines were shut down and the townsites were deserted. The Luscar mine was the last to close in 1958.

In 1953-'54, while coal production waned, Inland Cement made detailed investigations of the limestone deposits in the Cadomin area. The opening of the limestone processing and handling facilities in 1955 spared the Coal Branch from sure extinction. The rock was shipped to Inland's new cement plant at Bissell, on the western outskirts of Edmonton.

The inactive trackage between Coalspur and Foothills, Leyland and Luscar and Cadomin and Mountain Park was retained in anticipation of

Map: Walt Lankenau



***CANADIAN NATIONAL TRAIN No.791** works the Cardinal River loadout, preparing to start downhill on July 16, 1997 with SD50F's 5403, 5435 and 5456. The Inland Cement rock tipple near Cadomin **(below)** is loaded by gravity. Train No.725 is loading while SD60F 5563 and SD50F 5400 wait on an adjacent track on October 9,1996.*

renewed mining activity. The coal dust had scarcely settled when contracts for high grade metallurgical coal were signed with Japanese Steel Mills, a consortium of five companies. The line between Luscar and Bickerdike was upgraded and on March 1970 CN's first ever "unit train" left the new open pit mine opened by Cardinal River Coals on the site of the old underground operation at Luscar.

Rising energy prices and heightened international concern about the security of energy supplies resulted in a renewed interest in the energy potential of thermal coal. Thus, in 1977 Luscar-Sterco Limited opened a mine at Coal Valley (formerly Foothills) specifically to supply Ontario Hydro with thermal coal. Contracts were later secured to ship coal from this mine to Japan. To add to the traffic mix, in November 1982 construction was completed on the 9.4-mile Bryan Spur to Petro-Canada's (formerly Gulf) Hanlan-Robb gas plant, just east of Robb. The first revenue load of sulfur left for the coast the following March. The following year, Gregg River Resources Limited opened a mine two miles west of Cardinal River.

This renaissance spurred reconstruction of the Branch including the installation of new 100-pound rail, extended passing sidings at Erith, Embarras, Coalspur, Shaw and Leyland, bridge replacements and finally, in 1984, Centralized Traffic Control between Bickerdike and Parkhill Junction.

In 1996, with coal at the Cardinal River mine expected to be depleted by the turn of the century, Cardinal River Coal and CONSOL of Canada made application for a new open pit mine at Mountain Park. Environmental hurdles for the so-called Cheviot mine project, bordering on Jasper National Park, were largely overcome in late 1997. In conjunction with this, rehabilitation of the inactive rail line between Cadomin and Mountain Park is expected to commence shortly.

Edson was devastated by the mine closures on the Coal Branch in the 1950s, but remained the turnaround for crews from Edmonton and Jasper until 1996 when trains began running through. It also continued as the home terminal for crews working the Coal Branch, with 13 enginemen, twelve conductors and three trainmen in 1998.

Two photos: Les Kozma

Touring the Coal Branch

The Foothills Subdivision leaves the main line near Bickerdike. The three-track yard at Holloway (milepost 1.5) is the real northern terminus of the Coal Branch. Near McLeod River station (MP 5.6) the line crosses its namesake stream on a four-span steel bridge 446 feet long and 40 feet high.

The line follows the Embarras River in an undulating but ever-climbing

Les Kozma

profile up into the foothills. From Lynch (MP 16.5) grades of up to one percent are encountered. South of Robb (MP 32.1) the line curves sharply west through an outcrop of unstable clay in a 591-foot-long concrete-lined tunnel (MP 33.4), then turns abruptly south. Beyond Parkhill Junction (MP 35.9) it turns southeasterly and the grade stiffens to two percent virtually all the way up to Coal Valley (MP 48.5).

The Mountain Park Subdivision diverges westerly from Coalspur (MP 0.5). Here the foundation of the old three-stall engine house and a stretch of abandoned mine trackage provide good props for photography. The track climbs the high hills west of Coalspur in a gigantic loop, known as "Yellowhead Curve." Here the first 87-car unit train "shoe stringed" and derailed, necessitating extensive upgrading in the early 1980s, including the installation of concrete ties. Despite this work, trains on this Subdivision were subsequently limited to 50 steel or 55 aluminum cars. Ten-degree curves and long stretches of 2.4% grade are encountered up to Mercoal (MP 6.9).

At Mercoal the line momentarily drifts downgrade. Here the scarred hillsides are dotted with clapboard company houses — now vacationers' cottages — tailings and the concrete foundations of the former mine workings. Mercoal is spelled out with whitewashed rocks on the creek bank near the tracks.

The steep ascent continues to a summit at the appropriately named Steeper (MP 8.2), a good play on words but actually recalling a long-time CNR superintendent. It passes under a timber overpass near the south end of the station before making a giant reverse loop as it drops into the McLeod valley, crossing Beaverdam Creek (MP 10.6). In 1978 the 820-foot-long 50-foot-high timber trestle over the creek was replaced by a 260-foot-long steel viaduct on a new alignment just downstream of the existing bridge.

The grade bottoms out near Shaw (MP 11.8) then rises steadily. The McLeod River is crossed on a girder span at MP 16.0 and remains within sight of the tracks, past Fidler (MP 18.0) all the way to Mountain Park. In 1984, following a serious runaway, a series of sharp curves near the west end of Fidler was realigned on a high fill.

Leyland (MP 22.5) is the junction with the Luscar Spur and the staging point for trains going up to the coal mines and for rock trains operating to Inland Cement via Cadomin (MP 23.7). The limestone quarry is the present end of operated track. Beyond this is the mothballed line winding its way relentlessly at a steady 2.4% up to Mountain Park (MP 31.6), 2300 feet above Coalspur and claimed to be the

Jeff Robertson

CN No.790, A SOUTHBOUND COAL TRAIN, crests the hump at Steeper on October 18,1996, with SD50F 5435 in charge. The location is named for a former CN superintendent, not for the steep grade. At milepost 33.4 of the Foothills Subdivision, a trio of SD50F's emerge from the east portal of Robb Tunnel **(below)** with train No.791 on July 16, 1997. About a mile from Cardinal River, train No.791 with Dash 8-40CM 2416 on the point heads downhill from the loadout **(opposite)**.

highest railway station in Canada (6000 feet above sea level). Track and bridges on this section were left in place, but most of the structures have disintegrated, lengths of rail are missing and slides have obliterated portions of the alignment, while at other spots the subgrade has washed out leaving only hanging track.

From Leyland, the 7.1-mile Luscar Spur turns back on itself, through a CNR ballast pit on the flats, before turning west into the pinched valley of Luscar (formerly Greasebone) Creek. It climbs up to the Cardinal River and Gregg River mines on a sustained grade of up to three percent, the steepest on the CNR. The lunar-like landscape around the Cardinal River load out is surreal.

Les Kozma

In 1996 Cardinal River and Gregg River loaded 6.5 million tons of coal, while 2.5 million tons were shipped from Coal Valley, nearly half of it westbound. The financial crisis in the Pacific Rim in early 1998 may reduce the demand and price paid for metallurgical coal by the Japanese.

Operations

There are three scenarios for coal train operations. Empty unit trains from Thunder Bay, known as train No.785, are staged in the Edson yard. Local crews take the train up to Coal Valley for loading, usually bringing it back within twelve hours.

All trains of empties from the Pacific coast arrive at Holloway. Those bound for Coal Valley (Nos.788 and 798) remain intact, while the trains headed up the Mountain Park mines are broken in half by an Edson crew taxied to Holloway. They take the first cut of 50 to 55 cars up to either the Gregg River (No.770) or Cardinal River (No.790) mine for loading, which takes up to six hours. The timing for ordering the crew for the second cut roughly coincides with the anticipated completion of the loading of the first cut. This usually results in a meet somewhere up the Branch. Once both loaded cuts of cars reach Holloway, the second crew normally re-assembles the two sections into one train. A crew taxied in from Jasper couples the locomotives onto the train for its journey west. Trains run to the coast and back on a 4-day cycle.

With the recent construction boom in the West, the Inland rock trains have been running up to six times weekly. Fifty-car rock trains stop at Leyland only long enough to make a phone call to the Inland quarry supervisor to confirm that a train is available for loading. The train then runs to Cadomin, where the units run around the cars on the siding, then back the train to the far west end of the loading tipple. Once the cars are tied down the units are uncou-

Two photos: Jeff Robertson

A MINE HAUL TRUCK EYES *GCFX SD40-3 6033 (originally CN SD40 5120) near the loadout at Cardinal River on December 27, 1997. Train No.770 works the Gregg River loadout on October 18, 1996, with SD50F 5440 on the point (below). The foundations for the demolished three-stall engine house are evident at Coalspur siding as train No.771 with Dash 8-40CM's 2442, 2443 and 2454 await a "down train."*

pled, the safety switch east of Cadomin is set and they return to Leyland, where the crew takes it easy in the company bunkhouse next to the former depot. The empties are connected to an air line which is used to activate the brakes on the cars are which spotted under the tipple by gravity. The average 50-car spot is loaded within four hours, whereupon the crew is notified and the units retrieve the train, moving it down into Edson. An Edmonton crew takes over for the move east to the Inland Cement plant at Bissell.

Trains run to the Bryan Spur gas plant (No.706) bi-weekly to load granulated sulfur which is moved to Vancouver in 100-car unit trains via Holloway.

The Edson Switcher (No.549) departs Edson on Thursday afternoons exchanging empty and loaded OCS ballast cars at Inland's quarry near Cadomin and at CNR's Leyland ballast pit. Sometimes it also ventures onto the Bryan Spur to perform minor switching at the gas plant.

The problem is not so much getting empty trains up the Coal Branch as it is getting the loaded trains down safely. Trains on the Luscar Spur are restricted to 15 miles an hour while those running between Leyland and Coalspur must not exceed 20 mph. The balance of the line is 25 mph track with many permanent slow orders. Meets are frequent, with all but Shaw siding accessible by reasonable public roads. The scheduled 1999 opening of the Cheviot Mine will add yet another dimension to railway operations on the Branch.

Chasing the Coal Branch

Even without hard information about operations, prospective chasers are virtually assured of at least two trains daily in each direction. A scanner and some familiarity with the line are recommended to get the most out of each situation. A copy of the *Canadian Trackside Guide* (Bytown Rail Society, Inc., P.O. Box 141, Station 'A', Ottawa, Ontario K1N 8V1 Canada) will prove helpful.

Both portals of the Robb tunnel (MP 33.4) are accessible. To get to the west portal, take Mile 34 Road east from Highway 47 and walk in from the grade crossing. To reach the east portal from Highway 47, take the south access road (49th Avenue) east into Robb, bear right at the fork, past the

Who's Who on the CNR's Alberta Coal Branch

Train No.	Origin-Destination	Commodity
549	Edson Switcher	Switches Edson yard, then to Cadomin and Leyland pits, ordered Thursdays 10:00 a.m., but also runs "As Required"

All other trains run subject to prevailing traffic requirements. All trains retain their main line identification numbers regardless of their direction on the ACB.

706-707	Petro-Canada Hanlan-Robb gas plant (Bryan Spur) to Vancouver	Granulated and Molten Sulfur
724-725	Inland Cement Cadomin to Edmonton (Bissell)	Limestone
770-771	Leyland to Vancouver (Neptune)	Coal
784-785	Coal Valley to Thunder Bay	Coal
788-789	Coal Valley to Vancouver (Neptune)	Coal
790-791	Cardinal River to Vancouver (Neptune)	Coal
798-799	Gregg River to Vancouver (Roberts Bank)	Coal

Typical power on the Coal Branch (1998): Dash 8-40CM (2400-2454), Dash 9-44CWL (2500-2602), SD40-2(W) (5241-5363), SD50F (5400-5459), SD60F (5500-5563), mixed and matched. By mid-1998, expect to see most trains powered by the distinctive gray SD40-3s, leased from GEC ALSTHOM AMF Transport Inc. (GCFX 6030-6079). Switchers are powered by a pair of GP9RM (4000-4024) or GP38-2 (4700-4810), depending on the units assigned to yard job.

Radio Frequencies: 160.485, 161.025, 161.415

Bryan Hotel, turn right onto Valley Road, cross the tracks, then right at Balkan Drive; keep your eye out for the access road to the track on the right-hand side, immediately after the hair-pin turn. Including the short walk, allow about twelve minutes from the highway to the portal. An intermediate signal on the west end of the tunnel is visible through the tunnel and warns of approaching northbound trains. Do not enter the tunnel and watch out for bears!

Access to the three mine and the Hanlan-Robb gas plant load outs is limited. The Cardinal River and Gregg River sites are easily photographed from a public road. Responsible visitors are welcome at Inland Cement's Cadomin operation, but only if they ask permission at the main office. Safety boots are necessary and a limited number of hard hats are made available.

Since workers generally commute from Edson or Hinton to the mine sites, there is only a sparse local population, supplemented considerably in summer by cottagers, fishermen and campers. Paved and gravel highways parallel much of the railway, and the old logging roads lacing the foothills provide additional opportunities for photography. Portions of the Coal Branch are quite remote, necessitating discretion when traveling the back road between Coalspur and Leylan, designated as Highway 47, which can sometimes become impassable during inclement weather. Be prepared for rain or snow at the higher elevations and always carry a good spare tire.

Snacks and fuel are available at Robb and Cadomin, the latter at Jacoby's Mountain Road Grocery Store whose Hole in the Wall Cafe also serves one of the best burgers anywhere, contrary to the "eat here and get gas" noted on the sign outside.

The Coal Branch is a line for all seasons. In the spring the mountains show off their snowy flanks; in the summer the foothills are clad in lush green forest, then in the fall, dappled with the yellows of the larch and poplar.

In early 1998 CN and GEC ALSTHOM AMF Transport, Inc., of Montreal signed an agreement for the maintenance of 50 locomotives dedicated to western coal service. Shortly thereafter CN's upgraded SD40-3s, in their distinctive gray livery, began appearing regularly on westbound coal drags.

If nothing else, the Coal Branch provides an interesting diversion for a day or two before going on to the mountains. It is more likely however that the ACB's bewitching scenery and the severe grades that test man and machine will cast their spell and the CN's Coal Branch will become the focal point of the trip.

Les Kozma

F.J. Ahern

Mountain Thunder!

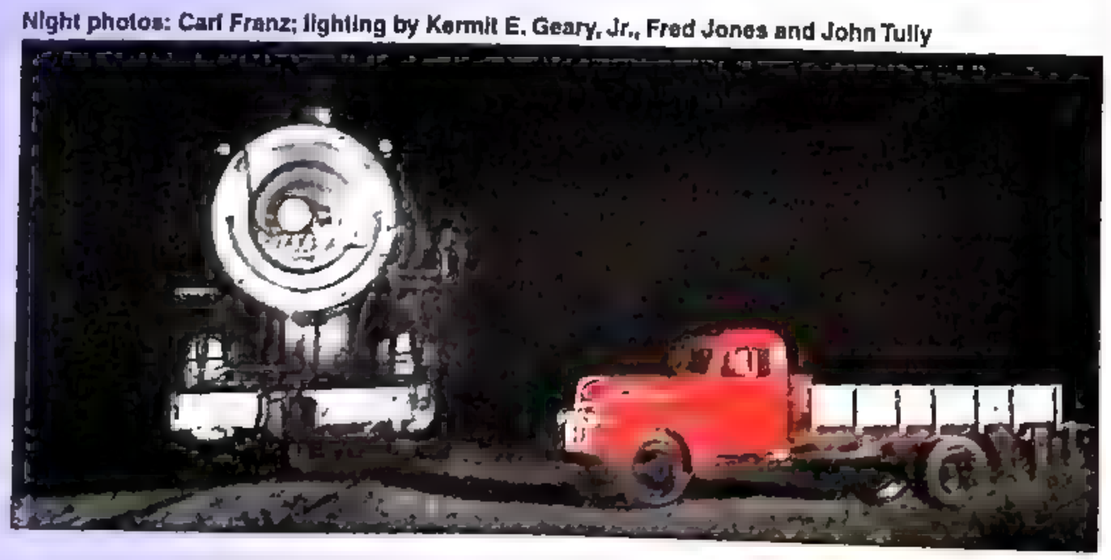
WESTERN MARYLAND SCENIC 2-8-0 734 put on a spectacular show working a freight train between Cumberland and Frostburg, Maryland, on the weekend of August 8-9, 1998. The trip was organized by Carl Franz, with a big assist from Ed Kemmet and the WMSR staff, and a sold-out crowd of 80 photographers each day were treated to over two dozen runbys.

With the cooperation of the Helmstetter family, who still maintain the farm within the appropriately-named Helmstetter's Curve outside Cumberland, over 40 trees were removed to open up vistas that haven't been seen since Western Maryland days (**above**). Each day WMSR 734 made several passes around the curve, along with runbys at other locations, with five vinatge freight cars, four CSX hoppers and a WM-painted caboose, along with two coaches for riders.

On Saturday night WMSR 734 and the freight train headed up the mountain for night photos. A stop was made at Brush Tunnel (**left**) and Mr. Helmstetter even brought out his vintage truck (**below**).

With the success of the August trips (despite the trip being delayed three weeks by major mechanical problems with the 734), Carl is plotting a wintertime spectacular in January. See MARKERS for details.

Night photos: Carl Franz; lighting by Kermit E. Geary, Jr., Fred Jones and John Tully



A Journey with the Steam Team

by Tom Kelcec

Photography by Tom Kelcec

There's a lot of work before a revenue wheel turns

WHAT DOES IT TAKE to operate main line steam in the 1990s? It's more than just equipment. It takes perseverance, talent, marketing and money. To experience first-hand the operating aspects of running steam we join Union Pacific's steam team on a typical excursion, in this instance a run from Council Bluffs, Iowa to Elmhurst (Chicago), Illinois. The occasion is a one-way public excursion over the route of the C&NW's old *Corn King, Omahan,* and *Kate Shelley 400.* Most of this line has not seen big steam power since the 1950s, and no passenger service (except occasional Amtrak detours) since the 1960s. UP's streamliners were re-routed to Milwaukee Road trackage in 1955. Sponsored by the Pacific Limited Group, this trip was part of its Midwest-oriented excursion program in 1996.

This journey will let us closely examine the last self-contained corporate steam operation in the country. The Dusenburg of all heritage passenger trains running today, each car is of UP ancestry, completely refurbished to better-than-new condition through a multi-million dollar effort a few years back. Our motive power, 1944 Alco-built 4-8-4 844, newly overhauled and resplendent in black-tired livery, needs no introduction. Certainly, UP's heritage car fleet (64 strong, including all executive cars) and locomotive program (add one 4-6-6-4, three E-units, one DDA40X Centennial and a shop diesel), plus assorted support cars and shop infrastructure, are of a size and scope that would awe most tourist lines or any volunteer group. But in a relative sense, the operation is a very tiny part of UP's overall financial and operational picture. Even so, why does UP have a heritage program today? Why does it run steam? Who and what makes it work here, where other railroads have abandoned such operations? How long can it continue? Let's spend this trip probing more of the corporate perspective of main line steam in the late 1990s, along with some mile-by-mile observations of the trip, in order to find out.

It's all downhill from Archer

The first issue confronting the UP Steam Team is the need to deadhead vast distances just to reach the beginning of a planned trip or event. The PLG's *Iowa 400* excursion is no exception, as the 844 and its support cars *Art Lockman* (tool car), 209 (boiler-dorm car) and *Sherman Hill* (concession car) must run 510 miles to Council Bluffs from their home base in Cheyenne, with an overnight stop in North Platte. Steve Lee, UP's steam manager, is fond of pointing out this extra burden on his machinery and budget by contrasting UP's operation to that of the terminated Norfolk Southern public excursion program. "If you drew a circle with a 500 mile radius from Birmingham (the NS's old steam headquarters) you covered all of NS's major points with the possible exceptions of Buffalo and Detroit. Go 500 miles from Cheyenne and you're not even in Omaha, much less California, Oregon, Illinois or Texas. Even 1000 miles leaves us short of many major on-line cities such as Portland, Houston, Los Angeles and the Bay Area. And you really need to double the mileage required to go somewhere, because it's just as far to get back home. For example, doing anything in Houston requires a round-trip of more than 2600 miles." So, right off the bat, we have the first issue affecting UP's heritage program — the need to absorb or justify substantial deadhead movement costs.

The journey to Council Bluffs encountered a couple of minor delays due to the recent upgrading of the rod brasses to a newer alloy than that historically used. The hope is they will last longer, but the new bearings run warm, the new material taking longer to wear in and the right number four bearing has to be replaced on the road. Murphy's Law is alive and well. The inevitable likelihood of such eventualities on any steam engine necessitates a Boy Scout preparedness on any movement — have a skilled crew to make the necessary repairs on the spot, the foresight to carry a myriad of parts and perform the work safely and expeditiously so as to minimize impact on the regular flow of freight traffic. Wednesday's arrival in North Platte is behind schedule as a result, but Thursday's run goes much better, at a constant 50 miles an hour all day, with the short freight consist sandwiched in amongst a pack of eastbound freights. "The best thing we can do for the dispatchers," says Steve, "is to go with the traffic flow. If we demanded to do 70 m.p.h while all the other traffic is only doing 50 or vice versa, it would create a lot of unnecessary problems. We try to be just

another train on the railroad."

The only other mechanical item was debugging the new automatic train control (ATC) equipment, a requirement to run on some segments of the former C&NW, which is a different system than that used on the other UP lines. While the engine and the cab look circa 1944 from a distance, get closer and you will notice all manner of electronics and communications devices that were never envisioned in "the old days." Each is geared toward making train operations as safe and expedient as possible.

Expensive tickets?

While the 844 presses on toward Council Bluffs, the advance party of the Pacific Limited Group starts arriving in town to begin their final logistical arrangements. The extra hours this evening in a fine Italian restaurant in the Old Town section of Omaha give us a chance to learn some of the PLG's perspective on running excursions in the 1990s from Hal Lewis, Vice President Planning and Operations. First, some history. The PLG was formally organized in 1992 to operate the NRHS's San Jose convention, since no one organization had enough breadth and depth to run a multi-day, multi-trip operation by itself. It disbanded in 1997, but was alive and well during our 1996 trip. It consisted of four groups: The Central Coast Chapter NRHS, The Feather River Rail Society, the Promontory Chapter NRHS and the Union Pacific Historical Society. A non-profit group with no formal link to UP, the PLG contracted with any willing railroad to run excursions deemed economically and aesthetically pleasing. Exhibiting competency in a number of functional areas, the PLG was on the short list of railfan groups that UP deals with as excursion sponsors.

Despite its demise, the PLG is still a good example of what a group wanting to sponsor steam excursions must go through. Getting back to our 1996 trip, we find that the PLG's excursions, of course, must exceed break-even to justify continued effort. On the present circuit from Council Bluffs east and back (a total of six days of trips) if 90-95% of the seats are sold out, enough "profit" will be generated to provide the working capital to fund future trip start-up costs, with a modest sum left for each of the four member organizations. Confounding the finances of multi-day trips anywhere, but particularly out west, is the need to finance an entire round-trip equipment itinerary even though only a few segments may be high-profit excursion routes. For example, trips in the Feather River Canyon can be sold out almost anytime, as can San Francisco to Portland, the Oregon Trunk out of Bend, but ridership from Cheyenne to the west coast and back is very light through the sparsely populated high desert. Thus, complex costing, pricing and yield mechanisms must be devised to ensure financial viability for the sponsor of the entire trip group. This can lead, unfortunately but realistically, to "high" ticket prices as perceived by the train riding customer. The resultant "transit spiral" (higher prices lead to fewer riders which lead to higher prices, which . . .) is a conundrum that all excursion operators face. It can and does result in poor ticket sales sometimes, and jeopardizes the likelihood of future excursions. However, costs are costs, there is no free lunch and this is part of the reality of any excursion in the 1990s.

On the *Iowa 400,* of 514 available seats each day, only 260 are through passengers, most of them mileage collectors. Hal surmises "While the long distance coaches of the UP and other western roads are very comfortable, they hold a limited number of people compared to the commuter cars used for excursions in some other areas of the country. Since we pay UP on a car-mile basis rather than a seat-mile basis, our ticket prices will be higher just because of this fact. We calculate our fares to break even at a 70% load factor over the duration of the trip package." If PLG is lucky, it will break even on this six trip group, but it is not yet there since the trip to Union, Illinois, and the Illinois Railway Museum has not sold well. "There is a price elasticity for everything. East of the Rockies $100 is the maximum we can charge for a

***THE UNION PACIFIC STEAM PROGRAM** is one of the most visible corporate symbols to the general public, media and shippers. Because of that visibility, the train set is maintained to the highest standards. Passengers and officials can see the line from the seat of a dome **(top)** or ride in an immaculately restored diner/lounge **(above)**. Wherever 844 and its train travel, the crowds come out, as evidenced at Clinton, Iowa, on August 25, 1996 **(previous page)**.*

coach day ticket, even on a train as nice as UP's. West of the Rockies, $125 is the top fare. Short sale tickets between intermediate points are generally affordable all over the west. That's why we make so many stops each day, but, of course, there can be no short sales on some routes, such as the Feather River Canyon. If rail excursion operators' costs rise much more, there will be no ridership willing to pay for the experience and public excursions will be a thing of the past."

When asked about running a consecutive weekend series of trips out of a major destination city, such as Portland (Columbia River Gorge and Bend routings) to amortize the deadhead costs over more trips, thus lowering ticket prices, Hal explains that ridership levels are just not there: "We can only go to Portland every two to four years, at most. Railfans are no more than 30 per cent of our ridership at the most, and the normal citizenry have too many other low cost options for their entertainment dollar. This is particularly true on regular Amtrak routes, where their tickets are priced lower than ours for the same routing. When you're in a sealed car, you can't really tell whether you're being pulled by steam or a rare diesel, except at a runby. The historic nature of the UP's cars and their immaculate condition are selling points, don't get me wrong, but not every potential passenger appreciates that fact, especially enough to pay the additional fare. That's why we like unique routings not oversaturated with frequent trips, like the Feather River Canyon and the Bend trips, or the route of the *Iowa 400*.

"The only way we, and likely anyone else, can economically run the long trips necessary to get the equipment to a western population center is to link up with tour operators," says Hal. "Their passengers view a day on the train as a part of a larger tour package. The tour groups handle the promotion, logistics for their people and so on. This relives PLG of spending large sums on general market advertising and logistics. We have also linked up with local chapters of national charities, such as the American Cancer Society. They advertise our trip via their mailing list in exchange for a cut of the profits. This is win-win-win for PLG, the charity and UP, since the railroad gets recognition, too. The problem with tour operators is they require a year's notice to do their planning and marketing.

"And when PLG and UP do schedule a viable suite of trips, such as the 1995 run to the northwest, it doesn't help one bit when another group runs an Amtrak private car train and sells tickets over almost the identical routing three weeks ahead, siphoning passengers from the PLG/UP train onto theirs. In the spirit of full disclosure, and to keep readers aware of the need to maintain good relations with the railroads if there are to be any public excursions, one should be aware that the private car trip resulted from a certain amount of legal leverage by Amtrak on UP and BN. Both railroads took a dim view of this, but neither had any recourse.

"Concerning UP trip operations, the railroad provides the engine and cars, all operating crews, train and engine fuel and water, scheduling and itinerary. PLG supplies advertising, ticket sales, food, car hosts, certain souvenirs, motel and ground transportation for the car hosts and passengers, and so on, all coordinated from a significant distance." UP provides their own official souvenirs, sold in the *Sherman Hill,* and its PR department issues press releases to the media ahead of time and keeps in contact with media and schools along the route as the train runs. "It's a massive effort for the PLG, all done by volunteers, very few of whom are young. For the *Iowa 400,* we contacted all local visitors bureaus, politicians, law enforcement and VIPs, and tried to set up welcoming events in every town where the train was to stop to boost local ticket sales . I also made some press contacts, and we suspect that some articles we'll be getting in local papers will be as a result of this effort. By having the *Iowa 400* officially designated as part of the Iowa Sesquicentennial, we were able to obtain lower advertising rates in Iowa (this is not trivial — the ad rate in the Chicago Tribune for a two-day, non-Sunday, two-inch, two-column ad for this trip series was $1700 — T.K.). Local travel agents were enlisted to sell 'shorts,' or tickets between intermediate destinations during the day. A member of the PLG visits every stop personally, months in advance, to make the necessary ticket sales arrangements. This is just the tip of the iceberg, but it gives you a flavor for the amount of work and expense behind each excursion

THE LEADER OF THE STEAM TEAM IS STEVE LEE, *who keeps Northern 844 and Challenger 3985 on the road, among other duties. In addition to Steve, the Steam Team has seven other members. Away from home, the Steam Team does more than maintain the locomotives. On the high iron, Harold Mathews sells souvenirs in the* Sherman Hill ***(above).***

***ONE OF THE MOST SUCCESSFUL UP EXCURSIONS EVER** was the trip over Tennessee Pass in Colorado in 1997. The trip ran over rare mileage, connected with an NRHS Convention and originated not far from the Steam Team home base of Cheyenne. The pristine train set is seen coming at Soldier Summit **(above)** and going through Texas Creek **(opposite)**.*

ad you see and explains in part why the ticket prices are as high as they are."

Before retiring for the night, I check with the front desk and find that the steam crew has arrived, hence the engine, and we all breathe a sigh of relief. I ring Steve to say hello. An audibly tired gentlemen answers, still working on his 1997 budget proposals on his notebook computer at 10:00 p.m. We agree to meet for breakfast the next morning. The 844 and support cars are safely bedded down a few miles away.

A corporate program

Steve, Jack Wheelihan, Lynn and Mary Nystrom, Bob Krieger, Harold Mathews and I meet at the Bleu Ox for a good Midwestern breakfast. The reaction of the restaurant staff indicates this is not the first time this group has been here. We chat about various issues surrounding UP's steam program. Steve is obviously proud of what his seven-man crew accomplishes (he is number eight), protective of his operation and the UP against all comers and not one to mince words when evaluating what works, what doesn't and where all of this may end up. He is simultaneously pragmatic, however, and recognizes clearly that without a corporate purpose with defined, value-added benefits, his operation would be short lived. A little history lesson may be in order, first.

Steve, a Kentuckian, started railroading on the Illinois Central in 1972 and came to UP in 1980. As a road foreman out of Cheyenne, one duty was oversight of the over-the-road operation of then-8444 and soon running Challenger 3985 when that engine joined the program. UP's mechanical department was then in charge of all steam operations. By the late 1980s, Steve was in charge of the steam program, which had migrated from the mechanical to the operating department. His first two challenges were that perceived costs were an issue as never before, and the equipment, crew and shop had suffered years of disinvestment. Trying first to counter the complaints about costs, he first took steps to document and reduce costs and sought to offset the program's expenses through additional revenue. Translation — running more revenue excursions than just the standard Denver-to-Laramie (Sherman Hill) routings. Recall that the first 8444/3985 trip to Sacramento in 1981 was a deadhead move; subsequent trips carried paying passengers. Gradually earning more maintenance funds, the ultimate goal was to rebuild the rolling stock and support facilities so that future operating costs would be lower and maintenance could be on a programmed basis.

During a period of cost consciousness, UP sold some of it's passenger car fleet in 1986. When Drew Lewis arrived at the UP Railroad in late 1986 and moved quickly to the UP Corporation in Bethlehem, Pennsylvania, in 1987, he made two fundamental policy decisions. He axed UP's advertising budget, declaring that the heritage program would be the railroad's advertising program, and began to re-acquire some ex-UP passenger cars and diesels that had been sold. This rebuilt the passenger car fleet and the E-unit roster. Spending on the steam/heritage program started in earnest in 1988, and the restoration of the roundhouse and steam shop at Cheyenne, the E-units and the DDA40X has been well documented elsewhere. Not as well documented, however, was the estimated $30 million spent on the passenger car fleet from 1987 to 1993 to bring it up to first class, historically accurate, yet 1990s railroad functionality. These strategic decisions have paid off. UP now spends less on its heritage program than it did on advertising, yet experiences far more media coverage, all of which is carefully monitored in Omaha. It is highly favorable coverage as well, versus the normal press only when railroads have an "incident."

"You can't buy your way onto NBC's nightly news or the front pages of the major papers," says Steve, "and full page ads in the *Wall Street Journal* don't reach every constituency that should be aware of UP's corporate presence. The pure and simple reason the steam program survived at all in the 1980s and received the substantial investment funds from 1988 through 1992 to rebuild it was Drew Lewis's policy decision, and our continuing efforts to manage the program as we would any other part of the business. To keep running, the program must continue to provide solid advertising, marketing, public relations and employee relations benefits. These are corporate benefits, and likely will result in fewer public excursions than in the past. But UP has always run this equipment primarily for internal purposes, even though this is rarely understood by the railfan community. Frankly, Union Pacific doesn't operate this equipment solely for railfans. Do we run some public excursions? Yes. Are we going to run fewer of them than we have been? Probably. Are we going to stop running public excursions entirely? No.

"We've always combined internal and external things in our program. On any given trip we include activities for the general public (such as displays), UP employees and their families, the media, freight customers and government representatives. To accomplish this, we must present a first class, unified image. Consequently, nothing runs that isn't owned and controlled by UP. This policy was established by the Chairman in the mid-1970s and has served us well. Our equipment and the name on the side of it are the overriding parts of our program. This is a fundamental difference," but it is the basic reason why a corporate program like UP's runs as far and wide as it does, while other steam operators have difficulty getting off the bumper block.

UP's equipment draws audiences because of what it is — a complete historical train set

that communicates corporate consciousness about its heritage and it's future. It runs because of what it does — it creates positive feelings about the company and its present-day operations. It is a very nice gesture to shippers, politicians, analysts and others — any company can impress these groups at a typical resort with arrival via corporate jet, but hauling them at 80 m.p.h. in a private train with real car attendants and multi-course meals is a unique experience not soon forgotten. It tells the ridership that they are special and gives them a first-hand look at operations that are unattainable from 35,000 feet in the sky.

"Running anything not UP is counter to our business objectives. Our heritage equipment serves the corporate purpose by communicating who we are. It unites all the troops in a friendly way, and helps build team spirit."

A discussion of where UP runs public excursions and for whom uncovered some interesting anecdotes. UP has a very short list of groups it deals with, the PLG being near the top since they can handle multi-day trips. The Colorado organizations that used to run Sherman Hill trips are not on the list since they neither want to run those trips anymore nor others that make sense. "For years they did spring and fall trips to Laramie that always sold out. That's a solid market and a logistically sensible trip. But proposals to run on unusual or even abandoned lines merely for the benefit of the car hosts and not those who buy tickets to justify the train in the first place, didn't fly." Other excluded organizations include groups too small to run a trip, groups in turmoil with internal politics and power plays, those who have demonstrated poor performances in the past and those who undercut the efforts of others. "About 50%-60% of the requests we get are D.O.A. due to impracticality, such as running 3985 on the Camas Prairie (it physically cannot be done), overnight Pullman trips, full diner service and so on. And there are some sponsor cancellations every year after they suddenly realize it requires real work on their part and they've gotten in over their heads. Fan groups are often fragmented and will not work together or even cooperate with each other. That's why the PLG group was formed, so they would have enough people to plan and staff multi-day trips, but it's tough even for them because of another, all-too-familiar problem: The four component groups of PLG probably have a total membership of around 3600 people, but the majority of the work ends up being done by just eight or ten people who are willing and able to put in the huge amounts of time and effort needed to make it successful, and 40 or 50 more hard workers who are willing to be the car hosts.

"Some groups can't grasp the fact that we can't deadhead long distances, do a short local trip and deadhead back without charging something for the deadhead movements. It costs us about the same amount to run this train whether it's full of people or empty, and I keep that in mind when winnowing the requests. That means a request for a 75-mile trip that involves 3000 miles of deadheading to get there and back isn't going to get very far. Others don't comprehend the size and weight of these engines and don't understand why we can't run on just any weedy branch line.

"Another problem is bickering and interference toward a group sponsoring a trip by uninvolved (and presumably envious) groups. There is no room in this business for turf and ego battles where non-sponsors, even from a great distance, try to sabotage the efforts of those attempting to run an excursion. This has been escalating noticeably in recent years, and it happens in other parts of the country off the UP system as well. UP just will not deal with groups that conduct themselves in this manner. Nor does UP appreciate the behavior of some of today's fans, who are demanding, critical, self-centered and inconsiderate, regardless of what the railroad or the sponsor group does for them. While this composite dark side probably is no more than 10 per cent of the 'railfan' community, it is having a negative effect more so than at any prior time in the railroad's history. The anti-UP and anti-merger press and Internet traffic also doesn't help arguments that a heritage program is desirable."

A single group that can handle a multi-thousand mile itinerary is not a prerequisite. Steve may put together a lengthy itinerary that includes a number of one-day trip sponsors, such as when they went to Texas with 3985 in 1995. But five of the nine original segment sponsors backed out late in the game, too late to find other sponsors. While UP probably should have canceled the entire trip for cost reasons, they ran to Texas anyway in order to fulfill commitments to the groups that did hang in there, and those four groups ended up doing very well for themselves financially. UP relearned a lesson, however — long distance treks are no better than the weakest link in the chain of economic planning. "Railfans overall are the least likely to buy tickets, so the real excursion customer is the average citizen out for a pleasant experience. He doesn't want 75 run-bys; one or two are enough. You can fill a train with bonafide railfans at an NRHS convention, but very few other trips are like that. So, our task is presenting a positive experience for a number of constituencies, especially the UP lineside community. The railfan community alone just doesn't justify an extensive public excursion schedule. But the fact that we run steam at all is of no small benefit to the fan community."

As you can see, the amount of work that goes into planning a steam excursion exceeds what most passengers could even imagine. It's actually a tribute to those who plan and operate the trips that most of this work goes unnoticed, and the paying passenger sees nothing but a smooth operation. In a future issue of R&R we'll get out on the road with the Steam Team to see what happens behind the scenes during an excursion and further discuss the future of Union Pacific steam with Steve Lee.

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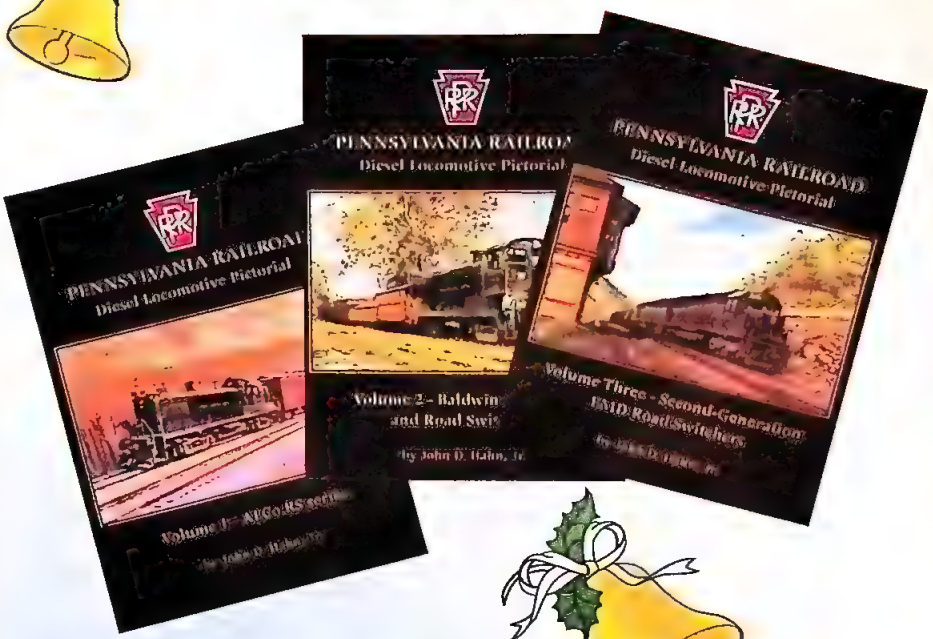

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On The Menu

by JAMES D. PORTERFIELD

Add-ons and updates

THE MAILMAN HAS been busy. Here's some of what he's brought:

Adrian & Blissfield Rail Road Company: Art Single, Vice President and Chairman of the A&B, "the Old Road," wrote after the column on the *Grand Traverse Dinner Train* (October 1998), "Kindly remember that there are three, not two, 'full-time dinner trains' in Michigan. We operate 52 weeks per year." Consider me reminded, Art. The *Old Road Dinner Train* or the *Murder Mystery Dinner Train* departs every Saturday evening at 7:00 p.m., as well as on selected Fridays at 8:00 p.m. and Sundays at 2:00 p.m., from Blissfield East Depot at U.S. 223 and Depot Street. Blissfield is in southeastern Michigan, near the Ohio border, and the railroad can be contacted at 517/486-5979 for further information.

Mid-Continent Railway: This may be the best-kept secret on the dinner train circuit. Neither the railroad itself, nor one single reader, has ever sent information. "I guess that's because we generally sell out early," says Mid-Continent Railway Historical Society General Manager Don Meyer, whom I met on a recent visit. He's talking about the four steam-powered dinner trains this dedicated group runs out of North Freedom, Wisconsin, a few miles west of I-90/I-94 near the popular Wisconsin Dells in the south-central part of the state. "Remind people we are talking authentic restored equipment," Meyers adds. "Our operation is steam-powered, as long as the equipment cooperates." The power at the museum has been Chicago & North Western 4-6-0 1385, which was taken out of service earlier this year. Currently, Saginaw Timber Company 2-8-2 No.2 is holding down the steam assignments.

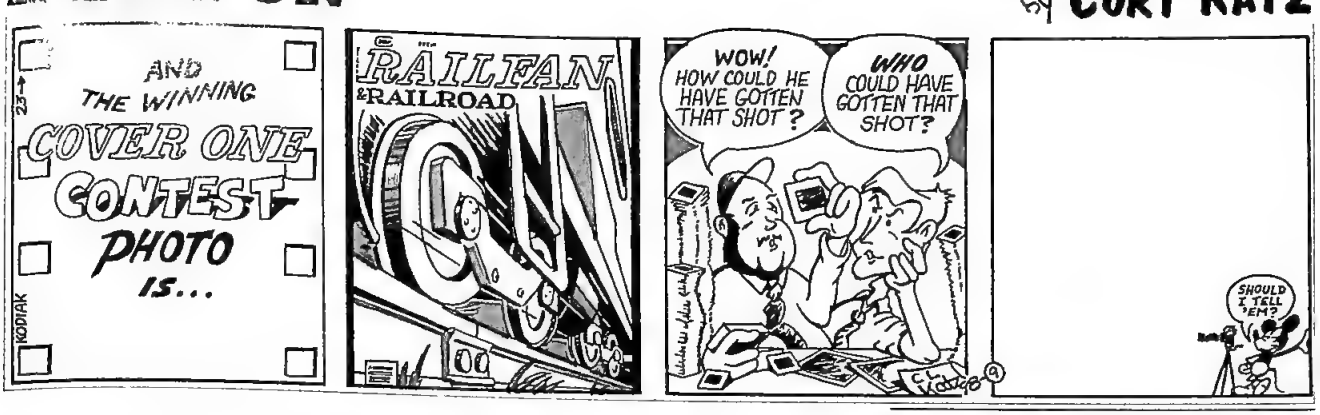
Each run features a five-course catered meal that is finished on board, seats 38, and departs at 6:30 p.m. for a two to two-and-one-half-hour run. The *Autumn Color Train* for Saturday, October 3rd, was sold out in July. "There may be a few seats left on the *Santa Express* (November 28th), and right now (mid-September) there are plenty of seats on the *Snow Train* (February 12-13, 1999)." Call 800/930-1385 or 608/522-4261, email *midcon @baraboo.com,* or visit *www.mcrwy.com* for more information. But act soon, or your reservation may be for next year's runs.

New York and Lake Erie Railroad: Tom Thornquist sent information indicating the "fallen flag" *Blue Diamond Dinner Train* had resumed operation. "Not quite," was the response I got on a follow-up call. "We did have a lot of people who saw us in your previous June *Guides,* or who'd taken the train before, call to inquire about our dinner train," said an un-named source close to the owner of the railroad. "So we thought we'd better somehow get back in operation." Here's the deal: the *Murder Mystery Dinner Theater & Train Ride* commences at 5:45 p.m. in the Gowanda (New York) Slovenian Club, across the street from the train station (50 Commercial Street). A crime occurs. The participants must nonetheless press on with their journey, and so board a waiting train for a 20-mile round trip ride as the mystery unfolds. This year, runs were/are planned for September 12th, October 17th and 31st, and November 21st. Telephone 716/532-5716 for further information.

Shasta Sunset Dinner Train: Issue No.1 of *The Timetable,* a seasonal newsletter published for the friends of the *Shasta Sunset Dinner Train,* announces theme-night runs — Country & Western, Roaring '20s, Mystery, Jazz and R&B (that's "rhythm and blues," not Rochester & Buffalo), '50s Sock Hop and Election Theme Murder Mystery were among this year's offerings. New menus from Executive Chef Fred Strong change monthly. And, on the back page, at The Company Store, fans of rail-themed dining will find a Mikasa butter dish of the sort used on the dinner train, as well as an elegant tall white mug displaying the train's logo imprinted in metallic gold and accented with a gold rim ring, as well as a marbleized green mug emblazoned with the metallic gold logo. Prices for each, $10.00, $8.00 and $8.00 respectively, are reasonable. Two Cloisonné Pins are offered for $4.00 each. To become a "friend" of the *Shasta Sunset Dinner Train,* and to be kept current on its doings (or better yet, to book a ride), call 800/733-2141 or 530/964-2142, email *shastatrains @hotmail.com,* or go to *www.mctrain.com* on the internet.

Flossmoor Station Brewing Company: Frank Beberdick, Archivist for the Pullman Foundation in Chicago, sent notice after the Aurora piece in last month's column, of this brewpub with a railroad connection. Located at 1035 Sterling Avenue in Flossmoor, Illinois, the station is accessible on the Illinois Central Metra line. "We were two years old in July," Says Katie Anco, the owner assistant, "and we just had a new menu arrive at the station." Items like Beer-B-Q Buffalo Drums, LaGare Baked Onion Soup (yep, it's served in a mug) and Roll Your Own Stogies (it's a steak or chicken wrap), reinforce the brewpub's motto: "Good Times — Good Food — Good Friends — Great Beer." Others, like Caboose Dog, or dinners named after great trains — such as the *Super Chief* Filet, *Broadway Limited* Strip, *Panama Limited* Rib Eye, and *City of Miami* Coconut Shrimp — indicate the owners are well aware of Flossmoor Station's pedigree. Specialty beers include *Panama Limited* Red Ale, Pullman Nut Brown Ale, and Iron Horse Stout. Phone 708/957-BREW for more information.

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.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CAMERA BAG

by JIM BOYD

Scatter your shots

I WAS AT A RAILROAD CLUB meeting a while ago where the program was presented by one of the area's very best railfan photographers. The mention of his name in the club newsletter had attracted a larger-than-usual crowd, and his photos reflected his well-deserved reputation. The individual images were stunning, of big trains in magnificent scenery, with looming telephoto silhouettes and glimmering "glint" shots and sweeping vistas. It was just what I'd expected of him, and the audience gave him a healthy round of applause as the show concluded. Everyone seemed to go home happy.

But at the after-meeting pizza session, one of my buddies commented off handedly, "If I had to sit through one more tele shot of a supercab looming against the mountainside, I was gonna scream."

Suddenly everyone else was chiming in with similar observations, typically, "Yeah, those were great shots, but they became boring very quickly."

And I thought it was just me who was jaded by an overexposure to his endless parade of nearly identical muscle-motors versus the mountains. The program had essentially three shots: the looming tele of an oncoming train with only slight differences in the lighting and angle, the vista from the mountaintop of the tiny train against the vastness of nature, and the more-or-less "normal" trackside wedgie with or without a prop like a signal or a bridge. It was all out-on-the-main stuff, and it got old in a hurry. He would pick one location and work four or five variations of the same shot before moving elsewhere to apply the technique to a new location. To the audience, it became predictable and repetitious.

I'd seen most of his locations before and knew what the shooting was like there, and he'd actually done a fine job of capturing it. If I had been editing a photo spread of his subject railroad/locations, I would have had a magnificent selection to work from to prepare a dozen-page spread that would have blown the readers away.

But in a slide show, that magnificent photography quickly became boring and predictable. The audience simply didn't need to see right-side, left side, high, low and backlighted versions of each location. That kind of selection makes an editor happy — but he then selects only one or two of each to present to the audience.

There is the key: "present to the audience." Our photographer had simply overwhelmed the audience with too many similar images of the same subject. Pretty soon it didn't matter how spectacular the individual shot was, it seemed to just blend into one overall monotone of Kodachrome.

Giving a slide show is not just a matter of showing the audience your slides. You need to tell a bit of a story and keep the images varied and unpredictable. The show our photographer had presented did have a very strong and potentially successful "story line." He had followed his railroad over one well-known division and presented his images in geographical order from a number of trips over about a ten-year period. But the similarity of images did him in, in spite of the slight changes in motive power over the years — a back-lighted, tele-mashed Dash 8-40CW doesn't look all that different from the predecessor road's back-lighted, tele-mashed SD40-2. Just add ditch lights.

In the movie business there is a technique known as the cut-away shot. It is a bit of close-up detail that quickly links the important shots that tell the meat of the story. Notice the technique the next time you watch a television drama or action movie. Even in an intense car chase, they cut back and forth between the driver's face, the speeding cars, an overhead shot, a tele of cars leaping over a hill, back to the driver banging his head on the roof as the car impacts, and so forth.

While your shots of the Brooklyn elevated may not come across like the chase scene in *The French Connection*, you can shoot those close-ups and cut-aways to add variety to your slide show. In addition to shots of the trains from the platform and lineside, go for close-ups of the motorman looking for his highball, or people crowding in through the doors, or a quiet night scene of a closed-up

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Chesapeake and Ohio Historical Society

Chessie China

Chessie dining car china was introduced by the Chesapeake & Ohio Railway in 1955 to replace their standard china service showing a portrait of George Washington, which had been in general use since 1932.

Chessie became C&O's principal advertising symbol since 1933. There has been a calendar featuring Chessie every year since 1934. She became one of the most talked about and loved corporate symbol of the 1930s and 1940s, and is still the mascot today of the giant CSX corporation, into which C&O is subsumed.

It was not until 1955 that the cuddly kitten made her way onto dining car china, which lasted to the end of C&O passenger service on May 1, 1971. This china is now much in demand by collectors.

The C&OHS, recognizing the natural interest in Chessie, introduced a reproduction set of china in 1984 and has continually produced it ever since. Most pieces are faithful reproductions of originals, whereas others are new creations (see list).

It was originally intended that the Chessie China would have a "service plate." A service plate is a highly decorated plate usually larger than a dinner plate, that was on the table before the passenger was seated. Because of cost cutting in the mid-1950s, the Chessie service plate was never introduced. The C&OHS has taken a design that might have been used and produced one of the most striking service plates of all time and certainly one of the highest quality Chessie memorabilia items. **Now Available!**

This outstanding plate goes equally well with a set of Chessie china or as commemorative plate by itself.

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ticket window. Night shots are a great way to break up daytime images.

The same technique can apply to our mountain main line. Keep all those teles and glint shots and snake-across-the-desert shots as the "feature" material, but throw in some wide angles using a lineside building or tree or fence-post or even a ditch and culvert for framing. Go for broadsides and pan shots. Wide angle going-away shots can break up the monotony of oncoming wedgies from the tie-butts. And don't be afraid of the towns, yards and division point terminals. Their man-made clutter and complexity will contrast nicely with the glory of the train against the vastness of nature in the other shots.

It's a natural tendency to show all of your shots, and sometimes it's necessary and appropriate for the subject matter. A slide show on Lackawanna F-units will probably end up with a lot of three-quarter roster shots or oncoming train views, since you probably weren't into artsy tele-photography when FT's were clawing their way up the Poconos. But if you're going to present yourself as an accomplished photographer of today's supercab railroad scene, you'd better remember to scatter your shots and vary your images. As the trains begin to look more and more alike, you as a photographer will have to work harder and harder to make them look fresh and interesting. And remembering to shoot a variety of images and angles is a good way to start.

I'D LIKE YOU TO MEET ...

David Pattison

The winner of this year's Cover One contest comes to us from the Land of Enchantment. David Pattison relates his story as follows.

"Vital statistics reveal that I am a 42-year-old male, born July 20, 1956, in Phoenix, Arizona, the fifth of five children. My family moved to Albuquerque, New Mexico, when I was six years old and I have lived there for a good part of my life. I have been married for 15 years and my wife and I have two daughters. We live in the foothills of Albuquerque and enjoy watching wildlife in our backyard as well as taking walks in the undeveloped land at the base of the Sandia Mountains. Summers are hot, winters can be chilly, but the spring and autumn are definitely worth being here for.

"I have always been interested in large complex machines. As a child my toys focused on technology. Of course, that technology looked much different in the late 1950s and 1960s than it does today. "Some assembly required" was an understatement when it

come ... describ... ...ie playthings that occup... my time. ...e toys included model railro..., slot cars, control line model airplanes, and ...rgetic materials testing on various Mattel products (i.e. firecrackers and G.I. Joe). As I grew up I learned that photographing technology could be just as exciting as playing with it but required a lot less glue. I would spend hours at the Albuquerque Sunport (our airport) watching and photographing aircraft taking off and landing. I also spent many afternoons at the local drag strip taking photos of the latest dragster to run the quarter mile. To help finance this hobby I worked as a television repairman. This profession served me well but I did not see it as a life-long career. Therefore, after high school I decided to see the world (in other words, enlisted in the United States Navy). Well, you know what they say — it wasn't just a job, it was an adventure.

"After two years of training to be a Nuclear Reactor Operator I was stationed at Pearl Harbor, Hawaii, on a fast attack submarine and I braced myself for four fun-filled years of boring holes in the Pacific. Our deployments would often take us to exciting and foreign shores. I went with camera in hand to photograph the people and places I encountered. However, a person can take this much fun for only so long, so after my enlistment was finished I decided to look for other career options. I packed my bags and headed back to New Mexico. Upon arriving in Albuquerque I spent some time contemplating what to do next with my life. Since no great ideas sprang to mind I decided to attend the University of New Mexico. However, my matriculation was not a direct path. Two jobs, one marriage and two children later, I graduated from UNM with a Bachelor's Degree in Mechanical Engineering. Afterwards, the wife, kids, cat and I moved up to the Emerald City, also known as Seattle.

I found work as a software engineer for an image processing software company. My primary role for this company was in the area of technical support. Now anybody who has served in this capacity knows that what is often needed after helping people who absolutely refuse to open a user's manual is taking long walks (sometimes on short piers). Well, I got into the habit of taking relaxing walks during my lunch hour. As luck would have it our office was right on the Edmond's dock just north of Seattle, a beautiful place to stroll. But it became even more beautiful when I realized that along these docks ran the Burlington Northern tracks. I started taking my camera to work and spending more time by the tracks. I can honestly say that I was 'bitten' by the railroad bug and I have been a fan even since. After three years of light deprivation in Seattle my family and I moved back to Albuquerque.

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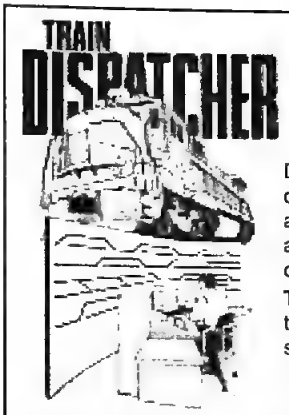

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I am lucky enough in that my wife has a good job that allows me to be a stay-at-home dad. However, my kids are getting older and I know that if I don't have a paying profession, my wife just might make me seek gainful employment. Therefore, I combine my love of photography with my love of railroading in hopes of supplementing our income. New Mexico provides a picturesque backdrop to the powerful locomotives that cross our state. I am fortunate to live only 65 miles from Abo Canyon, one of my favorite locations to photograph trains. This spot seems to be popular with other train enthusiasts as well since I have met people from quite literally all over the world in that remote canyon of sandstone and cactus. I try to get out to the canyon as often as I can but, with a house remodel in the works and kids in more activities than I can count, it is not often enough. However, every time I enter the canyon I discover a new location or angle to photograph the magnificent machines that work their way through it every day. The Cover One winner was taken at the end of a really good day. By that, I mean there was a lot of train traffic and the light was good all day. This photograph was the last frame of the day and I was standing at the north end of Bridge One, which is at the western most end of the canyon.

"In general I use both 35mm and medium format equipment. Due to financial realities most, but not all, of my photographic equipment is second hand. A Pentax 6×7 body, 75mm and 150mm lenses make up my medium format collection. The 35mm equipment consists of Canon manual and auto focus bodies and lenses. I use mostly Fuji Provia and Velvia film for my photography because I like their color saturation and, in the case of Provia, its speed. In addition to the beautiful color shots that I get with these films I also shoot a lot of black & white. The look and feel that the absence of color gives a photograph of trains provides more opportunities for creative expression. My future plans include getting to Abo more often and writing a book on its history and current importance to BNSF."

Mark W. Jones

The second-place winner in the Cover One Contest combines his hobby with his job. Mark Jones relates his own story.

"Born August 2, 1963, in Rockford, Illinois, my early interest in trains was fostered by family trips aboard such memorable streamliners as the *20th Century Limited*, the *City of Miami*, *California Zephyr*, *Coast Daylight* and *City of Los Angeles*. As a little boy, I would run out on my Grandmother's lawn at Steward, Illinois, to see the *Empire Builder*/*North Coast Limited* pass by while she explained the whistle signals she knew from many years of living near the tracks. My parents also saw the first *Zephyr* go by there in 1935. At age twelve, I took my first 'real' railfan photo of Amtrak's *Blackhawk* at Rockford's Illinois Central station with a used Yashica 'EE' rangefinder purchased with my father's permission for $50 — a big

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step[illegible] from [illegible]ramatic! Soon I was hook[illegible] and inspired even more by a slide show on Midwestern railroads by North Western Illinois Chapter member Randy Olson at the public library. I joined N.W.I. and have been a member ever since and went on to produce two slide programs and even a video effort in recent years. Their publication, *N.W.I.'s Guide to Railroad Photography* was like a Bible to me. The updated *Railroad Photography: How to Shoot Like the Pro's* by Blaszak and Schafer should be in every railfan photographer's library.

"After graduating from college, I went to work for Amtrak out of Chicago in 1986 as a dining car waiter. In '87, I became a lounge car attendant and also was the employee-in-charge of the dining car on the *Lake Shore Limited* to New York. In 1988, I took promotion to Assistant Conductor and transferred to Oakland in November of that year. In '92, I was selected to go to 'Choo-Choo U.' in Chicago and became a locomotive engineer. Currently, I work the Oakland-Bakersfield *San Joaquin* route where my winning photo was taken.

"My photo equipment could best be described as 'Basic Jones,' relying on two '70s vintage Canons, an AT-1 and FT-b. Lenses range from 24mm to 200mm and are all fixed-length. Two years ago, I broke down and purchased a Canon EOS Elan with a zoom lens. I also use a Mamiya 645 1000S for my print work and acquired an old Speed Graphic to go with my cache of No.2 flashbulbs!

"Although my heart will always be in the Heartland, I really enjoy California railroading and railfanning. I have run trains down the coast to Santa Barbara and up over 'the Hill' to Sparks, Nevada, through a raging Sierra snowstorm. Donner Pass is where I really like to go and I'll take the four-wheel drive and strap on the snowshoes to make a real photographic adventure ('Extreme Railfanning' as I like to call it). I consider myself very fortunate to have photographed the SP rotaries in 1993, 1995 and this past winter. They, and the men who operate them, are true snow-fighting legends.

"Currently, I am single but am blessed with a five-year old son Christopher who, thanks to his mother, Chris, waves at me from Elmira when I occasionally run the *California Zephyr* past where he lives." ⇐

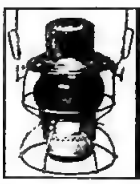
VIDEOS

Tennessee Pass past and present

The Royal Gorge Route, 82 minutes; **Tennessee Pass Volume 1: Southern Pacific AC's,** 48 minutes; **Tennessee Pass Volume 2: Southern Pacific,** 60 minutes; all from Machines of Iron, P.O. Box 1870, Glendora, CA 91740; 888/203-9330; all are color, stereo sound, $19.95 per tape plus $6.00 shipping on one to four tapes, shipping free on five or more tapes (Calif. res. add 8.25% tax).

We've recently reviewed two contemporary tapes reliving the last months of main line action on Tennessee Pass, but these three new releases warrant a special look because of content not presented in the others.

The Royal Gorge Route: This tape is my favorite of the three because it describes the history of the line via appropriately presented black & white stills during its heyday in the



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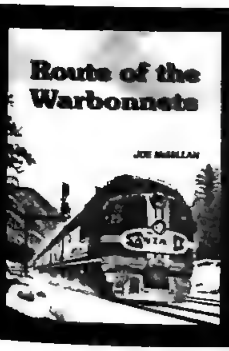

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steam era (Kindig, Beam, et. al.) and showcases second generation D&RGW diesel footage (versus modern SP and UP power). As we travel from Pueblo to Minturn, we learn of the trials of the line's construction and relocations, narrow gauge origins and influences, the region's mining economy and train operations. We ride the cab of a freight through the Royal Gorge and enjoy the same views Teddy Roosevelt did in 1905. Nicely covered are the Royal Gorge story, Salida and its once huge standard and narrow gauge railroad complex, the Colorado Midland's paralleling presence in places, Leadville's and Colorado's mining economy role in all of this, Tennessee Pass proper and its two tunnels and original alignment and, of course, Mitchell, Pando, Camp Hale and the run down the Eagle River canyons to Minturn. Numerous trackside scenes of a variety of diesel freights at the famous places, when coupled with stills of three engine steam powered trains, illustrate the timelessness of the severity of the grades on the line. I also finally found out that the 20"x30" print I have of a Kindig view at Mitchell of an eastbound 2-8-8-2 powered freight was First 36, shot in 1940, with sister 3605 pushing. It's great once again to see large "Rio Grande" lettering flash by on lashups in run eight. This is a fine combination of railfan shooting coupled with succinct and sound educational value (only one obvious narration flaw — a meet is at West Malta, not Minturn).

Tennessee Pass Volume 1 - Southern Pacific AC's: This and the next tape are contemporary action offerings featuring the sparkling new and clean SP AC diesels acquired both to move the increasingly frequent tonnage and reduce the number of trains on the line by combining some trains, such as the Geneva-bound taconite trains. A westbound Pueblo-to-Minturn cab ride in July 1996 is complemented by solid trackside footage all along the line to give the viewer a good impression of a continuous train trip (multiple trains were used as trackside source footage out of necessity, but most match our consist pretty well). Our train has distributed power amidships and aft (guess *Titanic* is still on my brain) and we learn some of the operational aspects of that situation. Numerous meets on our trip are captured as well as the remaining stations and a variety of notable railroad and photogenic landmarks. Very good cab views show us the Royal Gorge and Brown's Canyon. Numerous trackside angles in good light, some pacing at Kobe, cab footage through Pando tunnel and a variety of cab and trackside scenes from Pando to Minturn complete the imagery of this magnificent line. This is a comprehensive survey of modern westbound line operations with the cab footage lending the air of realism above a "normal" railfan tape.

Tennessee Pass Volume 2 - Southern Pacific: About the only thing left to do is ride the cab east out of Minturn, and that's exactly what we do here, plus trackside scenes, of course. The careful editing of cab and trackside scenes (particularly entering and leaving the tunnels) gives the program a good flow and adds to the realism of the trip. A variety of power is presented, from standard filthy SP power to new AC's, an American Association of Private Car Owners train over the pass makes a cameo appearance, we see swing helpers removed at the summit

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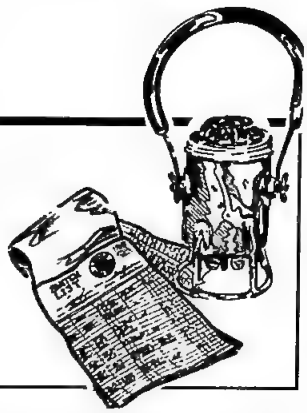

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of the ...s and cov... any scenes and operations situations as we descend towards the R...d Gorge via Princeton, Browns Canyon, etc. The end of the tape concentrates on winter, a particularly beautiful time of year here. Falling snow at Minturn, Pando, Mitchell and so on make for a variety of pretty scenes, some in the sun. At the end of the tape we have shots of potential last trains over the line and narration covering these events. This tape stresses the eastbound climb and what one would see on an eastbound trip, winter, and the last days of regular operations. Once again, the sort of detailed look only a resident could produce.

All the footage was shot by Dave Gross, long time Denver-area resident and published freelance railfan cinematographer and videographer under other household-name labels, now producing his own tapes. All scenes were shot with the best professional equipment of the day, mostly in the sun, with stereo sound and good technique. Editing is quite good, angles often varied, and narration informative and not overblown. In a few instances it would have been nice to see more of the scenic grandeur of the area rather than fill the frame with the train, but this is all situational and a matter of taste. The number of trips Dave must have made to the area are countless, and consequently there are some unusual activities and consists that have been documented. His dedication to the task is obvious by the results. These are the only tapes with Tennessee Pass cab footage that I've seen and for that reason alone warrant serious consideration by D&RGW or mountain railroading fans. — *Tom Kelcec.*

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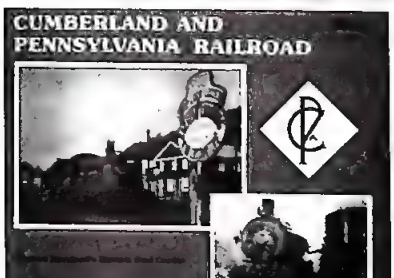

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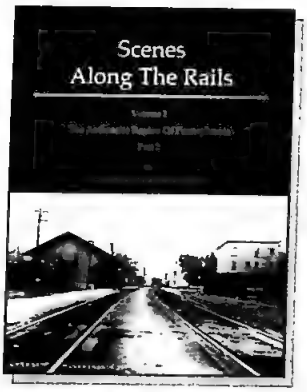

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TRANSIT CURRENTS

South Shore Line

NORTHERN INDIANA'S South Shore Line is about to embark on an exciting period of development. Expansion of service along the Monon corridor from Hammond south through Munster to Air Line Junction is being explored in a major investment study entrusted to a consultant of the Northern Indiana Commuter Transportation District (NICTD). This line is called the West Lake Corridor.

The large and complex study is looking at, among other things, the capacity of both Metra Electric and the South Shore's trackage. How the services should be operated, whether by continuation of heavy-duty electric commuter rail service or diesel, will be investigated. For the western terminal, NICTD's choice is the present Randolph Street station in downtown Chicago.

The project's first phase would take the commuter service south of Hammond and Munster to a railroad site called Air Line Junction. Depending on consultants' advice and available funding, service may be extended to one or all of three places — south along CSX to Lowell, east along the Grand Trunk to Valparaiso or southeast to Crown Point via a largely abandoned Conrail line. The Grand Trunk has asked that consideration of its line be deferred until the merger between Canadian National and Illinois Central is completed. There is no rush, because the investment study will take some time to complete.

It appears that TEA-21, the new federal highway and transit bill, will provide sufficient funds for NICTD to acquire eight or ten additional multiple-unit cars, and NICTD board and management are evaluating implementation of AC propulsion systems. AC propulsion can offer economies of maintenance (85% to 90% maintenance saving) and higher levels of performance. If the decision is positive, as the older NICTD cars are put through their mid-life rehabilitation program they will also be re-equipped with AC propulsion systems.This is a costly venture in terms of up-front expenses, but substantial savings may be realized over the long haul as well as a faster service between Indiana and Chicago.

Meanwhile, design and engineering work continues for high-level platforms at Hegewisch; high-level platforms at Hammond are now in place. Planning and design activity for the new station at East Chicago will start soon. NICTD has already purchased considerable property from the Northern Indiana Public Service Company to expand East Chicago parking.

South Shore Line vs. steel truck

Michigan Trains are huge multi-axled trucks carrying coils of steel; they operate between the steel centers of northwest Indiana and various manufacturing areas in Michigan. Some of these have as many as 13 or 14 axles and may pull two trailers. One of these Michigan Trains, overloaded by 70,000 pounds and pulling a second trailer with no permit to do so, pulled on to the grade crossing into Midwest Steel at 4:30 in the morning on June 18, 1998.

At this point Conrail and South Shore Line tracks parallel one another and U.S. 12. As the truck turned into the grade crossing from U.S. 12, a Conrail train hit the circuit activating the flashers and the gates came down. The truck stopped at the Conrail gates with the second, illegal trailer sitting on the South Shore Line tracks. At approximately 4:35 a.m. train No.102, the day's first South Shore train to Chicago, struck the trailer. A coil of steel weighing over 40,000 pounds crashed through the front of the car and crushed three passengers to death.

In the National Transportation Safety Board's review of the accident, the blame was put entirely on the truck driver. Traces of marijuana were found in his system, and the coil was fastened with only one chain instead of the three chains required. The driver's logbook was not up to date. The second trailer had been covered with a very dark tarpaulin and the marker lights along the side of the trailer were not visible. In recreating the accident, the NTSB found that under normal conditions a truck with proper markers could be seen by the motorman at that time of day at a distance of 3200 feet. This gave a substantial margin of safety in bringing the train to a stop. In its stealth configuration, with the markers covered and a dark tarp, the trailer could be seen by the motorman when the train was only 532 feet away. There were between five and seven seconds before the collision. The motorman, seeing a crash was imminent, set the brakes, got out of the cab and tried to move the three passengers in the front part of the car to the rear. He was unsuccessful.

There is a tremendous amount of traffic of these heavily burdened trucks between the steel mills and U.S. 12. Sine the South Shore accident there have been several close calls by Amtrak trains using Conrail tracks. The FRA has indicated that closing the grade crossings is the only real solution to the problem. Construction of a new overpass over both South Shore and Conrail tracks along with a local service road parallel to the tracks on the north side would help mitigate or eliminate the problem.

Commuter cars for Puget Sound

The Sounder is what the commuter rail service will be called that will eventually link Everett and Tacoma, Washington, via

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

expansion explored

Seattle. Revenue service is expected to begin between Seattle and Tacoma late in 1999, with Everett included in the operation in 2000.

Because only Bombardier bid on a proposed order of 38 double-decker train cars, a careful analysis of its tender will be needed. For the original proposed order, Bombardier's bid is $74.1 million; if the order is expanded to 58 cars, the total price tag will go up to $114.2 million. Service will be provided on a push-pull basis, and cab cars are a part of the order. Twelve diesel locomotives to provide motive power are included in the order.

The new cars will be similar to those used on the Coaster commuter trains operated by the North County Transit District in the San Diego area, by Metrolink in the Los Angeles area, by GO Transit in the Toronto region and Tri-Rail in Miami. The Bombardier-type equipment is fast becoming a standard commuter car in the United States. The cars are 85 feet long, ten feet wide and have 145 to 165 seats on their two decks. Two wheelchair spaces in each car and two bike racks are included. Each car will have one rest room. Thanks to Henry Korman for the information.

San Diego's Mission Valley Line

Not long ago I had the good fortune to attend the American Public Transit Association's rapid transit conference in San Diego, which gave me the chance to enjoy riding the San Diego Trolley and attend a splendid baseball game between the San Diego Padres and the Cincinnati Reds. Getting to the stadium from my hotel was a piece of cake on the trolley.

The line to the stadium is the new Mission Valley extension from Old Town to Qual-Comm Stadium and San Diego Mission to the east. The Mission Valley line serves major shopping centers as well as the baseball and football stadiums.

The light rail revolution in the United States began in San Diego and it is certainly a worthwhile place to visit. Service throughout the day seven days a week is every 15 minutes on two lines, with more frequent schedules during rush hours; half-hourly schedules are operated in the evening hours. The Blue Line runs from the Mexican border at San Ysidro through downtown San Diego to the Mission Valley. The Orange Line runs from Santee through downtown San Diego, and then curls around to serve the Convention Center.

Anyone visiting San Diego should also take a ride on the Coaster commuter train between San Diego and Oceanside. Run by the North County Transit District, it is an extremely fine operation and one of the newest commuter rail operations in the country. San Diego is an absolute must for those interested in urban rail transit.

Plus and minus in Philadelphia

Thanks to Congressman Bud Shuster, the plus in Philadelphia is in the TEA-21 transit legislation, which contains $70 million for the Schuylkill Valley Metro project that will link Philadelphia with Reading. The money will pay for final design, the environmental impact statement and the initial preparation for construction.

The minus in Philadelphia is the transit labor strike that began in early June and ended 40 days later. This is the fifth strike since a 44-day walkout in 1977; a labor strike against SEPTA in 1995 lasted 14 days. Thanks to Charles Bogart and the Philadelphia Trolley Coalition (616 Carpenter Street Philadelphia, PA 19147; 215/755-7717) for the information.

Flashes

Mike Murray sends news from **FORT WORTH** that a new trolley line is proposed from the Will Rogers complex through downtown Fort Worth to the Stockyards. The eight-mile line would cost about $30 million to construct and have an annual operating cost of about $3 million. A mixture of eleven rebuilt and new trolleys would cost about $2.5 million. The downtown portion of the system could be completed in 2002.

The **PENNSYLVANIA TROLLEY MUSEUM** (One Museum Road, Washington, PA 15301; 724/228-9256) is in the process of rehabilitating its carbarn. The building will be lengthened and widened to enable it to hold more cars and afford more work space. It is also hoped that the carbarn will be a much better display building when the work is finished. This improvement is part of the museum's celebration of 35 years of operation.

A few classic PCCs are still operating in **PITTSBURGH.** Cars 4004, 4007, 4008, and 4009 provide service on the 47D-Drake line. PCC 4001 remains on the property as a maintenance vehicle. Operation of the cars may have ceased by the time you read this.

When the light rail in **PORTLAND,** Oregon (MAX), is extended an additional 18 miles on the west side, the trains will run about every ten minutes or perhaps more frequently. Westside bus service will also be expanded in the fall of 1998 to blend into the light rail expansion and improve overall transit service. Thanks to Henry Korman for the news.

The California Transportation Commission approved the **LOS ANGELES MTA's** proposal for subway construction to continue to North Hollywood. The state will allocate an additional $134 million for the extension. Many thanks to Frank R. Bauer for the news.

The **MARKET STREET RAILWAY** (P.O. Box 425063, San Francisco, CA 94142-5063), the owner and operator of a fleet of historic cars on the San Francisco Municipal Railway, has some new logos that are being made available. For more information contact the above address. I have seen one of the patches and it is very nice.

SEPTA will continue to expand its commuter rail service on the R2-Marcus Hook trains into Delaware. Repairs on I-95 in Chester are underway and the extra service is to help carry additional crowds. Maybe those folks will learn their lesson and stop driving. Thanks to Kevin Dorsey for the news.

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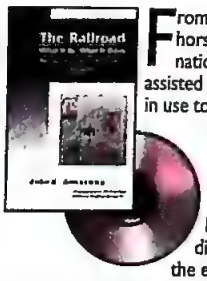

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CPR 2816 heads home

CANADIAN PACIFIC 4-6-4 2816, a part of the Steamtown collection since it was purchased by F. Nelson Blount for $8000 in the early 1960s, has been repatriated by the CPR for what many hope will turn into a corporate steam program. The non-streamlined Hudson will be evaluated at BC Rail's North Vancouver steam shop for possible cosmetic or operational restoration. A small team of workers from CPR and North Vancouver arrived at Steamtown on September 1, 1998, to prepare 2816 for its cross-continent trek. Al Broadfoot was

Three photos: Steve Barry

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applying fresh white paint to the tires on September 5th (**above**). Fresh out of the Ogden shop, CPR's ex-Nebkota FP9 1400 arrived at Steamtown on September 11th (**opposite bottom**). Time constraints prevented the 1400 from having all the head-end work done that would have allowed it to operate in the lead. On September 12th, 2816 and 1400 were racing along the Central Scranton Expressway behind St. Lawrence & Hudson GP9 8216 and "golden beaver" CPR GP38-2 3069 (**opposite top**).

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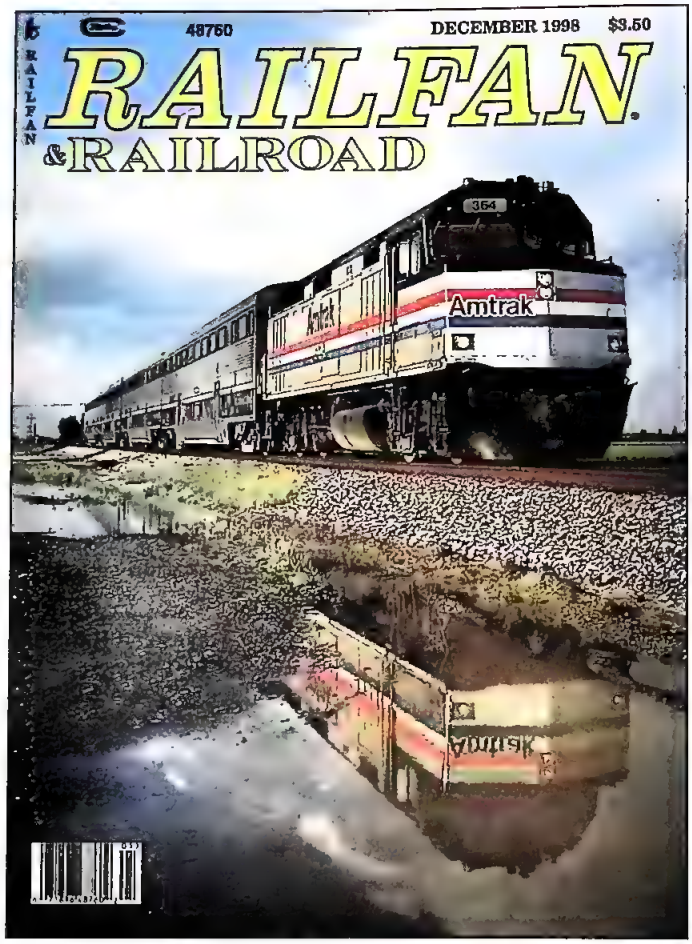
The 1998 Cover One Contest



Second Place: Mark W. Jones

THE 1998 COVER ONE CONTEST brought in 954 entries from 106 photographers, which was comparable to last year's total of 753 entries from 113 contestants. The entries included 871 slides, 81 prints and two medium format transparencies. This was the year that three-time winner Les MacDonald was due to win again (he won the contest in 1992, 1994 and 1996) but when Les chose not to enter this year, the judges realized we actually had some work ahead of us. Yours truly and associate editor Kimler were the judges for the contest, and the first round narrowed the field down to 85 slides and both transparencies from 38 photographers. The second round of cuts further narrowed the field to 31 slides and the transparencies from 22 entrants.

At this point we were joined by Larry Deitch and Tammy Havens from our art department, and we performed a third cut that brought the field down to eleven slides and both transparencies by twelve photographers. We were all in agreement that David Pattison's shot of Santa Fe Dash 8-40BW 506 crossing Bridge One in Abo Canyon was the winner. It was colorful and well-composed, plus the late afternoon lighting gave it just enough contrast to really emphasize that warbonnet paint scheme.

We were in equal agreement that the reflection shot of Amtrak F40 364 by Mark W. Jones was our second place winner. Mark's photo shows the F40 on *San Joaquin* train No.714 at East Hanford, California, on March 26, 1998, waiting for a meet with a westbound BNSF freight. The assistant engineer on the Amtrak train dutifully left the cab to give the BNSF train a roll-by — and snapped a prize-winning photo before the freight's arrival! We profile both David and Mark in WE'D LIKE YOU TO MEET . . . on **page 52.**

The nine runners-up are shown in random order on **page 65.** The other medium format transparency came from Jim Shaughnessy of Troy, New York, who provided us with a "golden oldie" image of Delaware & Hudson C628s on train RW-6 near Dante, New York,

in May 95. You have to see these medium format transparencies to believe the sharpness.

F.J. "Rick" Ahern of Hockessin, Delaware, captured East Broad Top 2-8-2 17 working a photo freight near Orbisonia, Pennsylvania, on October 7, 1995. We had several entries showing the EBT this year, and the one we liked best was Rick's because he kept the subject high in the frame while using the fence post to balance the bottom.

While we prefer cover photos with the subject high in the frame, "looking down" shots did well in this year's contest. The first comes from Thomas T. Baker of Whitehouse Station, New Jersey. Tom captured Providence & Worcester U23B 2209 along the Thames River at Norwich, Connecticut, in May 1997.

Our next "looking down" shot has dramatic mountains in the top part of the frame. Arthur J. McGraw from Newtown Square, Pennsylvania, captured Canadian Pacific SD40-2s 5801, 5827, 5960 and 5945 under Eagle Mountain at Glacier, British Columbia, on August 22, 1980.

The image of Morristown & Erie C430 16 by Bob Bahrs of Morris Plains, New Jersey, from January 1984 is a "looking down" shot but not a typical "train-comin'-at-ya" view. The locomotive fills the frame nicely and the red Alco on white snow made this one of our favorite runners-up shots. Bob was the Cover One winner in 1993.

Bradley McClelland of West Carrollton, Ohio, ventured to Helper, Utah, to capture Utah Railway SD40R 9010 emerging from a tunnel on September 8, 1993. This was a strong contender due to its composition, with the bright red nose adding punch to the picture.

Scott Snell of Easton, Pennsylvania, travelled to Canada (what's with these Pennsylvanians heading to the Great White North?) to capture Canadian Pacific SD40-2 5014 entering a tunnel on Kicking Horse Pass in the British Columbia mountains on August 16, 1990. The dark tunnel framing made the red units really pop out (red seems to be the color this year). Scott won the contest in 1991 and has had runner-up shots in 1992, '93, '94 and '97.

Blue is the dominant color in a photo of a southbound Springfield Terminal empty coal train with Conrail SD50 6833 on the point. The shot was taken by Gary D. Munsey, Sr., of Pepperell, Massachusetts, along the Merrimac River in Manchester, New Hampshire, on January 17, 1998.

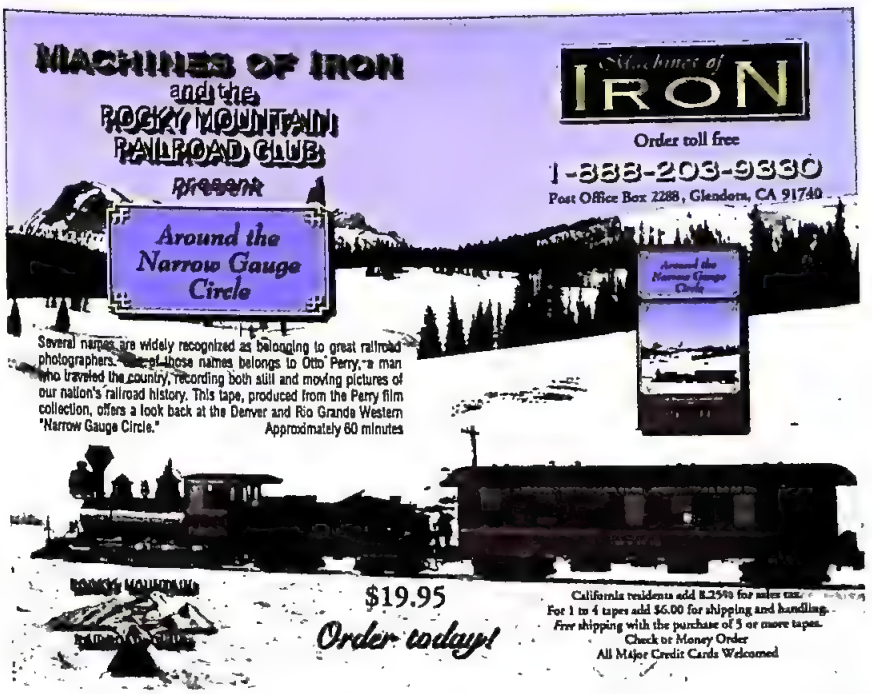
Our final runner-up comes from Karl Krauss of Fanwood, New Jersey. Karl captured Morristown & Erie C424 18 running light at Rockaway, New Jersey. We liked the way Karl used the crossbuck as a strong frame for his subject.

Congratulations go out to all the winners, and we thank all of you who entered. We'll announce the details and deadlines for the 1999 Cover One Contest next summer.

There are two of 'em . . .

Last month in MARKERS I related how I got an e-mail from William Purdy of the Southern Railway Steam Program concerning the photo of yours truly in the gauge on the Central California Traction (July 1998, page 49). Well as it turns out, the e-mail was indeed from William *Purdy*, but not from *the* William *Purdie*. The latter was the Master Mechanic — Steam for the Southern. The Bill Purdy that pointed out my railfanning transgression, when asked about his identity, responded, "Oh, but were it true that I was

continued on page 66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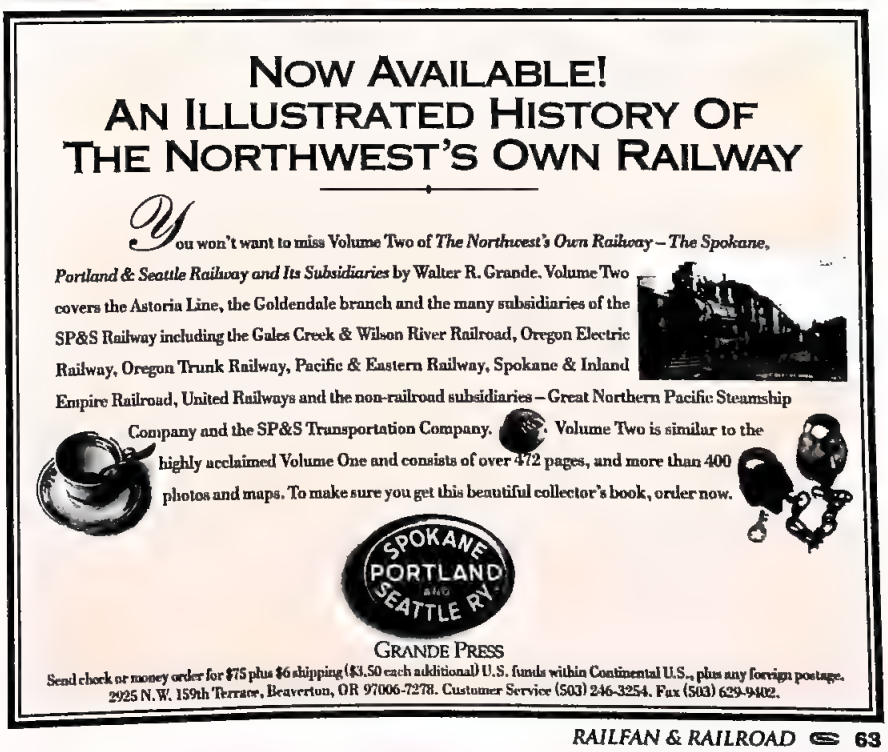
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Good times, good slides, good chili at *Summerail at CUT*

THE BIG HEARTLAND SLIDE BASH, Summerail at CUT, was held on August 8, 1998, in the auditorium of Cincinnati Union Terminal. Sponsored by the Cincinnati Railroad Club and the Miami Valley Railfans, the event featured a railroadiana show under CUT's rotunda and a multi-media slide show that ran well into the night. Master of ceremonies for Summerail was noted rail photographer (and part-time comedian) Ron Flanary.

While all of the programs presented at Summerail were of very good quality, a few of them were especially memorable. If any multi-media program has achieved "classic" status, it would have to be *Chicago Is . . . My Kind of Railroad Town* by Mike Schafer with Jim Popson and Jim Heuer. This fantastic show covers four decades of Chicagoland railfanning, with "Railph," the mascot of the North Western Illinois Chapter NRHS as a guide. This show kicked off the 1998 edition of Summerail.

Ron Flanary's *Up This Hill and Down — Southern's Appalachia Division* proved to be a great show. Combining history, contemporary action, music and narration, this is about as good as multi-media gets. And things got hot during Kevin EuDaly's *The Monon — Southern Indiana and Beyond.* Kevin's program shows slides taken by his father James during the late steam/early diesel years, and it covers more than just the Monon. The Louisville & Nashville, Pennsy, New York Central and more are also included. Alas, during the show, the fire alarms at CUT went off, forcing the evacuation of the 200-plus Summerail attendees, the hundred or so visitors in CUT's I-Max theatre and a major wedding reception. Once the fire company arrived and gave the "all-clear," it was back to the show.

During the dinner break a single-projector slide show was presented by Gibson Yungblut (who actually was not there in person — he pre-recorded the narration and an associate ran the projector) on *The History of Cincinnati Union Terminal.* This is really a must-see show for anyone who attends Summerail (it is presented every year). I was torn between grabbing some Cincinnati chili or seeing the show — I finally opted for watching the show up until the last few minutes, when I bolted for the chili stand located in CUT's rotunda.

Steve Patterson's *Canada — Coast to Coast by Passenger Train* (which also appeared at Winterail this year) started out on narrow gauge in the Maritimes and ended on narrow gauge on the Pacific coast. In between were F-units, Budd cars and more from a number of photographers. What makes this program special is a soundtrack featuring Canadian folk music, including a very humorous song about the White Pass & Yukon.

The final show of Summerail was a real "sleeper" — no, it didn't put you to sleep, but what kind of program can you put together on a tourist railroad? Mark Perri showed you can do a superb program with his *Along the Crooked River — The Cuyahoga Valley Scenic Railroad.* This show was perhaps the most "artistic" of any presented at Summerail, combining unusual photography, humor (two of the show's "stars" are Thomas the Tank Engine and the Pillsbury Doughboy) and a knowledge of the subject into a very pleasing package.

Other programs at Summerail were *Regional Shorts* by Terry Chicwak; *Goin' Back to Indiana* by Jeff Gast; Dave DeVault's *Rollin' Through the '60s;* Thomas Seiler with *Santa Fe All the Way; Black Diamond Highway* by David Jakubiec; *Steam in the Diesel Era* by Steve Forrest and *Delaware & Hudson — Changing Colors, Changing Seasons* by Mark Demaline. The whole Summerail package was a good balance of shows.

Thanks to all the Summerail presenters, along with organizers Mike Brestel, Brad McClelland, Dale Brown, Dave and Jill Orozi, Mike Leach and Paul Ramer. See you in Cincinnati in 1999! — *S.B.*

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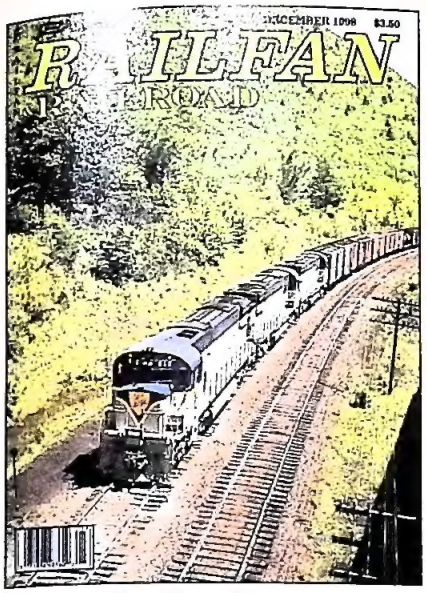

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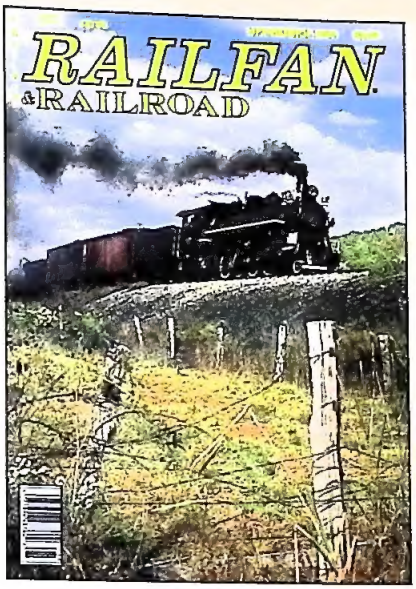

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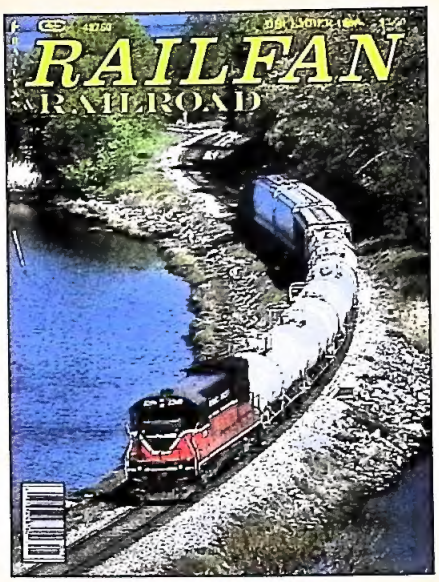

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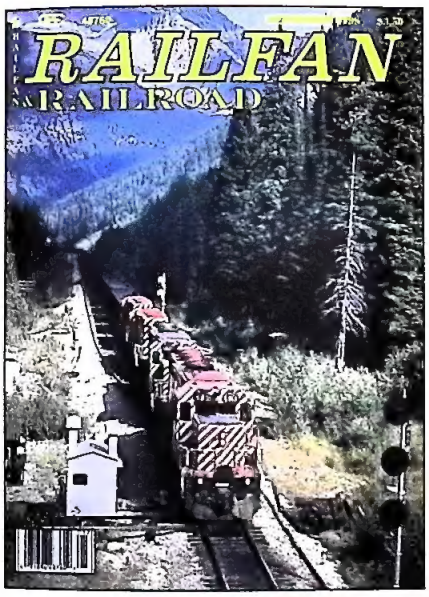

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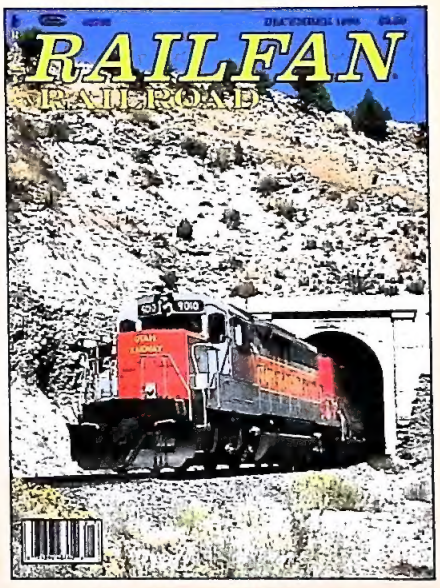

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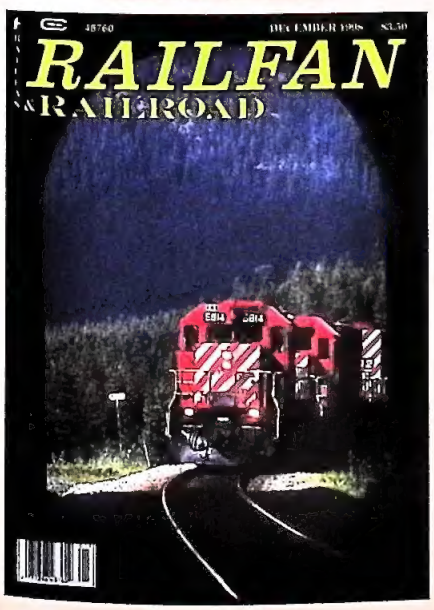
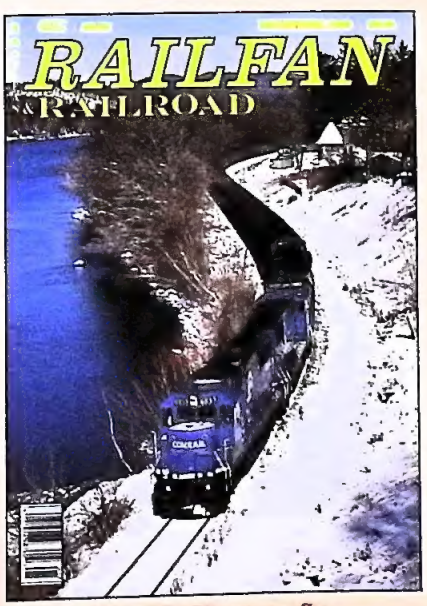


Scott Snell



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1998 Cover One Contest Runners-Up

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that Bill Purdie. I am Bill Purdy and my only claim to fame is that I am a car host and conductor-in-training on the Blue Ridge Scenic Railway. Ever since the BRSR opened up I have been asked many times if I am *that* Bill Purdy."

My apologies to both Bills for any confusion that may have been caused.

Riding with Carl Franz

As related in the story about the photo freight on the Western Maryland Scenic that appears on **page 42,** Carl Franz is planning another special this winter. Carl sells his tickets to a fairly tight-knit group, but it is by no means a "closed" group — anyone can get tickets for his specials. His policy (and it is a fair one) is he gives customers from previous specials dibs on each trip. As long as you remain a customer, you get preferential ticket ordering consideration. For the winter trip, the 160 passengers from the August WMSR special will have first crack at the 80 seats available for the one-day winter event, followed by the passengers that bought tickets for his October 1998 trip on the Cass Scenic Railroad. It looks like the winter trip will be a quick sell-out.

"So how do I get a ticket?" you may ask.

There is one group gets dibs ahead of even Carl's previous customers. That group is the volunteer brush cutters. Carl and a dedicated team swarm onto the railroad about a month before the trip operates to clear brush and open up photo runby locations. In the case of the August WMSR trips the brush cutting crew removed 40 full-grown trees from Helmstetter's Curve, although most trips don't require that much preparation.

If you want to go on a Carl Franz charter, you can call him at 301-[illegible]. If he tells you the trip you want to ride is sold out, volunteer to be on the brush cutting crew. *That's* the secret to moving to the top of the list.

Conrail's last day?

Many of the slides that I have taken over the years were taken on specific days for symbolic reasons — for example, I have made it a point to shoot an Amtrak train on each of the passenger carrier's significant anniversary dates (May 1, 1991, for its 20th anniversary and again on May 1, 1996, for the 25th). The Amtrak trains didn't look any different on the day before or the day after I photographed them, but I simply wanted a shot in my collection taken on the special date.

Therefore, I vowed to shoot a Conrail train on Big Blue's last day. The problem is I can't figure out what day is the last. Norfolk Southern and CSX placed their management teams over Conrail on August 22, 1998, so I dutifully headed for Bear Mountain in New York's Hudson River Valley on August 21st to get my "last" Conrail shot.

The problem is all the trains running over what was/is Conrail are *still* Conrail trains. It now looks like Conrail's operations will be absorbed into NS and CSX on a division-by-division basis, so it may be possible to have several more "last" days of Conrail as we get into the early part of 1999. In the meantime, all my shots taken along the River Line, the ex-Pennsy Middle Division and the Southern Tier will still be filed under "Conrail."

Oh, yes, I also went to Bear Mountain on August 23rd, just in case that actually turns out to be the first day of CSX.

Steve

NEXT MONTH RAILFAN & RAILROAD

• **BLADES IN THE 1990s:** Next month we take a coast-to-coast look at the stately sentinels of the railroad world, the semaphore. As these classic signals continue to vanish, we travel with three photographers to look at the survivors and the recent victims of progress. Bruce Kelly explores the surviving blades along Montana Rail Link in the west, while Bradley McClelland gives us a tour of the Heartland's survivors in Indiana along CSX. Finally, Scott Snell takes us back only a few years to look at the fallen blades along the Southern Tier line of Conrail in New York State. As the millenium approaches, the end of the semaphore era is at hand.

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Photo: John Briggs

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VOLUME II continues the tour of the Main Line to Elmira, NY and beyond, featuring heavy steam action on the tough Pocono grades, complete with pushers on freight trains. Extremely rare views of steam on the Sussex and Washington Branches are also included, plus a tour of the Ithaca branch, a cab ride in a *Pocono*, and a visit to the steam-powered Dansville & Mt. Morris, which operated ex-DL&W 2-6-0 565.

Each volume runs approximately 45 minutes and retails for $34.95 each. Color & B/W, maps, location graphics, no narration. Specifications subject to change without notice. Release date: late October 1998.

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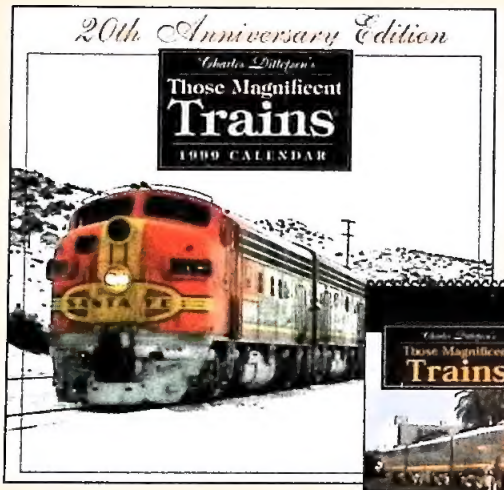

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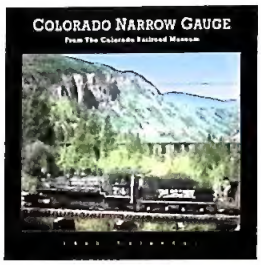

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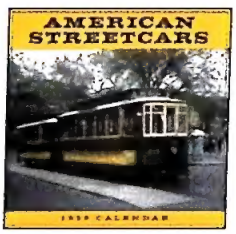

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